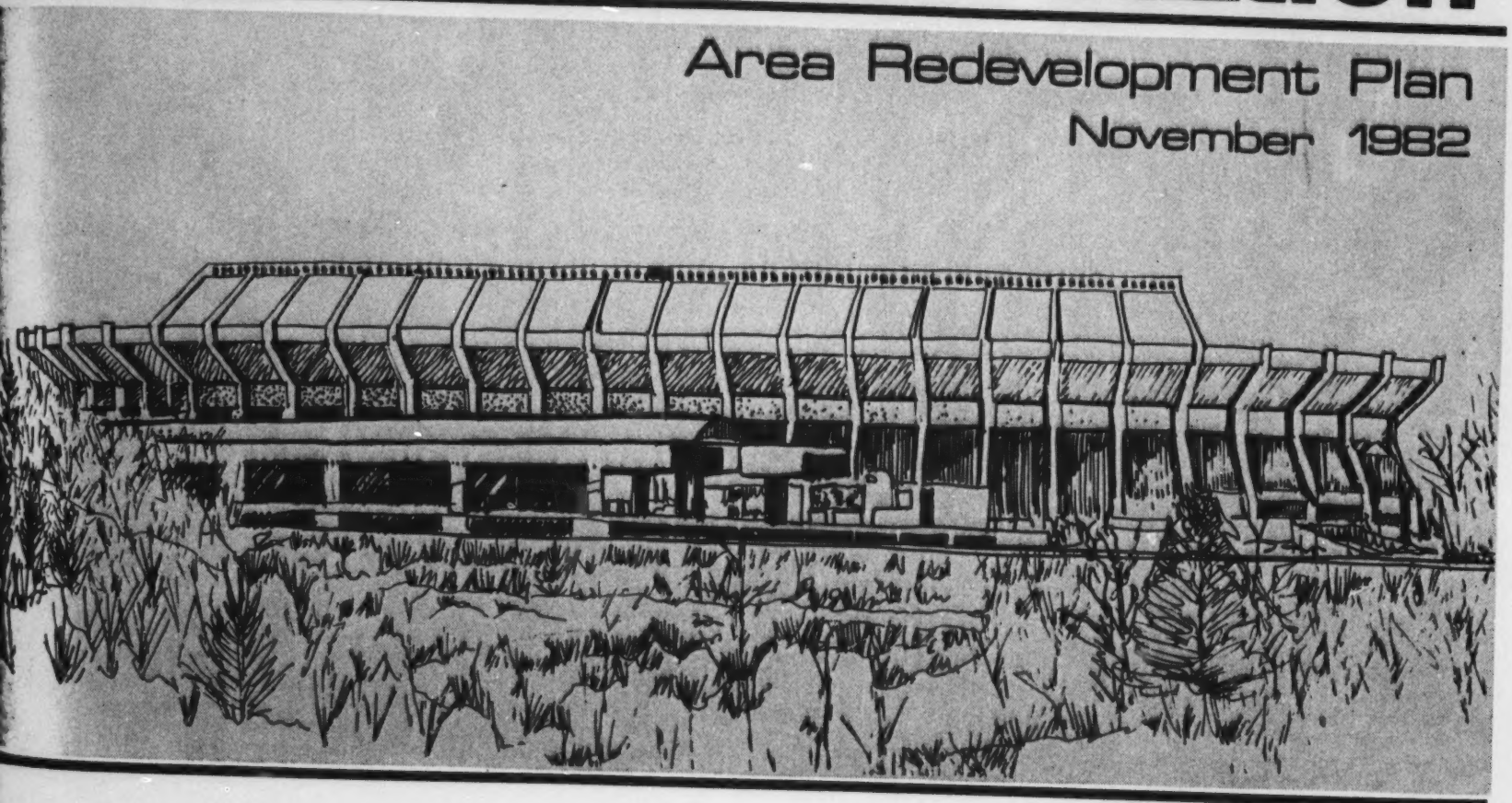
84- 4048

STADIUM STATION

Area Redevelopment Plan

November 1982



THE CITY OF Edmonton PLANNING

METROPOLITAN
TORONTO
LIBRARY
Municipal Reference

GOVERNMENT DOCUMENTS

MUNICIPAL PLANNING COMMISSION
ACTION: Supported 1982 11 18

APPROVED

As to Form _____
City Solicitor

Municipal Planning Commission

_____
Secretary

STADIUM STAT[illegible]AREA
REDEVELOPMENT[illegible]N BYLAW
BYLAW NO. 6931

A Bylaw to designate the Stadium Station Area as a Redevelopment Area, to adopt the Stadium Station Area Redevelopment Plan and to impose a Redevelopment Levy on Developments within the Redevelopment Area.

WHEREAS the Stadium Station Area is a changing area within the City of Edmonton; and

WHEREAS it is deemed in the public interest to pass a Redevelopment Plan Bylaw for the Stadium Station Area, pursuant to Section 66 of the Planning Act, R.S.A. 1980, c.P-9, as amended; and

WHEREAS a redevelopment levy may be imposed by Council on certain developments within the Stadium Station Area, pursuant to Section 66 of the Planning Act;

Now therefore the Municipal Council of the City of Edmonton, after due compliance with the provisions of the Planning Act, and duly assembled, hereby enacts as follows:

1. The Stadium Station Area as shown on the map annexed hereto as Schedule "A:, is hereby designated as a redevelopment area (hereinafter referred to as "the Redevelopment Area"), pursuant to s. 65(a) of the Planning Act, for the purposes defined therein.

2. The Stadium Station Area Redevelopment Plan annexed hereto as Schedule "B" is hereby adopted as the Stadium Station Area Redevelopment Plan, pursuant to s. 65(b) of the Planning Act.

3. (a) As a condition of the issuance of a redevelopment permit in the Redevelopment Area, a redevelopment levy shall be imposed as follows:

   (i) a redevelopment levy in the amount of Eight Hundred ($800.00 Dollars per dwelling unit shall be imposed on each successful applicant for a development permit for a residential development or that portion of a mixed-use development that is for residential use, in the Redevelopment Area; and

   (ii) a redevelopment levy of Nine ($9.00) Dollars per square metre of gross floor area, as that term is defined in Bylaw No. 5996 being the Edmonton land Use Bylaw as amended, shall be imposed on each successful applicant for a commercial, industrial or office development, or that portion of a mixed-use development that is for commercial, industrial or office uses.

   (b) The City's Redevelopment Levy Policy, adopted by Council resolution on 1982 10 12, and as amended from time to time, shall provide the regulations for the administration and implementation of the Redevelopment Level within the Stadium Station Plan Area.

READ a first time this 11th day of January A.D. 1983;
READ a second time this 22nd day of February A.D. 1983;
READ a third time and duly passed this 22nd day of February A.D. 1983.

THE CITY OF EDMONTON

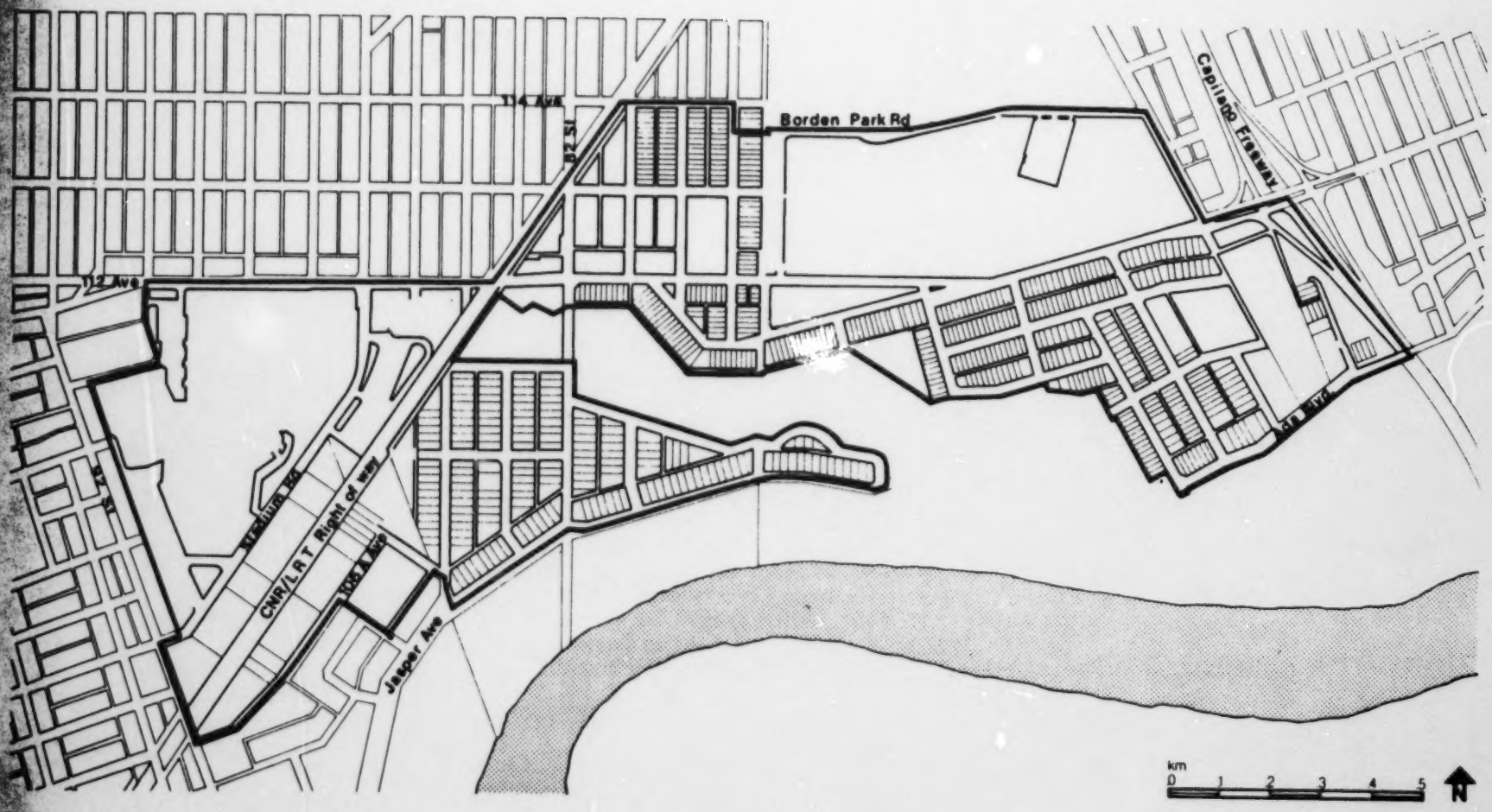
_____

MAYOR

_____

CITY CLERK

METROPOLITAN TORONTO LIBRARY
Municipal Reference
711.4097123 3
S74
NOV 28 1983



STADIUM STATION AREA
REDEVELOPMENT PLAN BYLAW

SCHEDULE A TO BYLAW NO. 6931

Redevelopment plan area

STADIUM STATION AREA REDEVELOPMENT PLAN

Table of Contents

SCHEDULE B TO BYLAW NO. 6931 PAGE

SECTION 1 - INTRODUCTION 1

1.1 Boundaries 1
1.2 Authority for the Plan 1

SECTION 2 - OBJECTIVES OF THE STADIUM STATION PLAN 3

2.1 Basic Strategy 3
2.2 Residential Land Use Objectives 4
2.3 Commercial Land Use Objectives 5
2.4 Industrial Land Use Objectives 5
2.5 Transportation Objectives 5
2.6 Pedestrian and Bicycle Networks Objectives 6
2.7 Parking Objectives 6
2.8 Parks and Open Space Objectives 7
2.9 Heritage Conservation Objectives 7
2.10 Urban Design and Built Form Objectives 8
2.11 Community Facilities Objectives 8
2.12 Major Facilities Objectives 9

SECTION 3 - PROPOSED LAND USE POLICIES 10

3.1 Introduction 10
3.2 Sub-Area 1 - Stadium West Sub-Area 10
3.3 Sub-Area 2 - Stadium East Sub-Area 12
3.4 Sub-Area 3 - Viewpoint Sub-Area 13
3.5 Sub-Area 4 - Cromdale North Sub-Area 14
3.6 Sub-Area 5 - Cromdale South Sub-Area 18
3.7 Sub-Area 6 - Virginia Park Sub-Area 19

SECTION 4 - PROPOSED ROADWAYS, BIKEWAYS AND CIRCULATION POLICIES 21

4.1 Introduction 21
4.2 Roadways Policies 21
4.3 Parking Policies 24
4.4 Public Transit Policies 26
4.5 Pedestrian Circulation and Bikeways Policies 27

SECTION 5 - POLICIES FOR PROPOSED UTILITIES AND OTHER SERVICES 29

5.1 General Intent of Policies for Proposed Utilities and Other Services 29
5.2 Utility Policies 29

SECTION 6 - PROPOSED RECREATIONAL AND SCHOOL FACILITIES POLICIES 31

6.1 Introduction 31
6.2 General Intent of Proposed Recreational and School Facilities Policies 31
6.3 Schools Policy 33

SECTION 7 - RESERVE LAND POLICY 34

SECTION 8 - REDEVELOPMENT LEVY POLICY 35

SECTION 9 - OTHER PROPOSALS 36

9.1 Historic Preservation Policy 36
9.2 Conformity with Superior Legislation 36

SECTION 10 - PLAN IMPLEMENTATION 38

10.1 Implementation of Land Use Policies 38
10.2 Implementation of Roadways and Circulation Policies 43
10.3 Implementation of Policies for Proposed Utilities and Other Services 45
10.4 Implementation of Proposed Recreational and School Facilities Policies 46
10.5 Implementation of Other Proposals 47

PAGE

SECTION 11 - LAND USE REGULATIONS 49

11.1 Introduction 49
11.2 RF1 - Single Detached Residential District 50
11.3 RF3 - Low Density Redevelopment District 50
11.4 RA7 - Low Rise Apartment District 50
11.5 RA8 - Medium Rise Apartment District 51
11.6 RA9 - High Rise Apartment District 51
11.7 CNC - Neighbourhood Convenience Commercial District 52
11.8 CSC - Shopping Centre District 52
11.9 CB1 - Low Intensity Business District 52
11.10 IB - Industrial Business District 53
11.11 IM - Medium Industrial District 53
11.12 IH - Heavy Industrial District 54
11.13 US - Urban Services District 54
11.14 AP - Public Parks District 55
11.15 DC1 (Area 1) - Stadium West Direct Development Control District 55
11.16 DC1 (Area 2) - Stadium East Direct Development Control District 59
11.17 DC1 (Area 3) - Viewpoint Direct Development Control District 62
11.18 DC2 - Comprehensively Planned Development District 65

MAPS

FOLLOWING PAGE

Schedule A - Plan Area Boundary 1
Schedule B - Sub-Areas 10
Schedule C - Proposed Land Uses 11
Schedule D1 - Roads and Circulation Proposals 21
Schedule D2 - Pedestrian and Bicycle Circulation Proposals 26
Schedule D3 - Transit Proposals 27
Schedule E - Public Development 31
Schedule F - Direct Development Control Districts 55

SECTION 1 - INTRODUCTION

1.1 Boundaries

The boundaries of the Stadium Station Area Redevelopment Plan (ARP) are shown on Schedule A. The boundaries are Borden Park Road east to 73 Street, south to 112 Avenue, east to the Capilano Freeway, south to Ada Boulevard, west along the boundary on the North Saskatchewan River Valley Area Redevelopment Plan (ARP), including Kinnaird Ravine to 84 Street, north to 85 Street, southwest along the laneway north of Jasper Avenue, northwest along the laneway west of 85 Street, southwest along 106A Avenue to 92 Street, north to Stadium Road, east to the laneway east of 92 Street, north along this laneway to 110 Avenue, east to 90 Street, north to 112 Avenue, east to the Light Rail Transit (LRT) right-of-way, northeast along the right-of-way to 114 Avenue, east to 79 Street, south to Borden Park Road, the point of commencement. The centerlines of roads, laneways and right-of-ways are considered the boundary line.

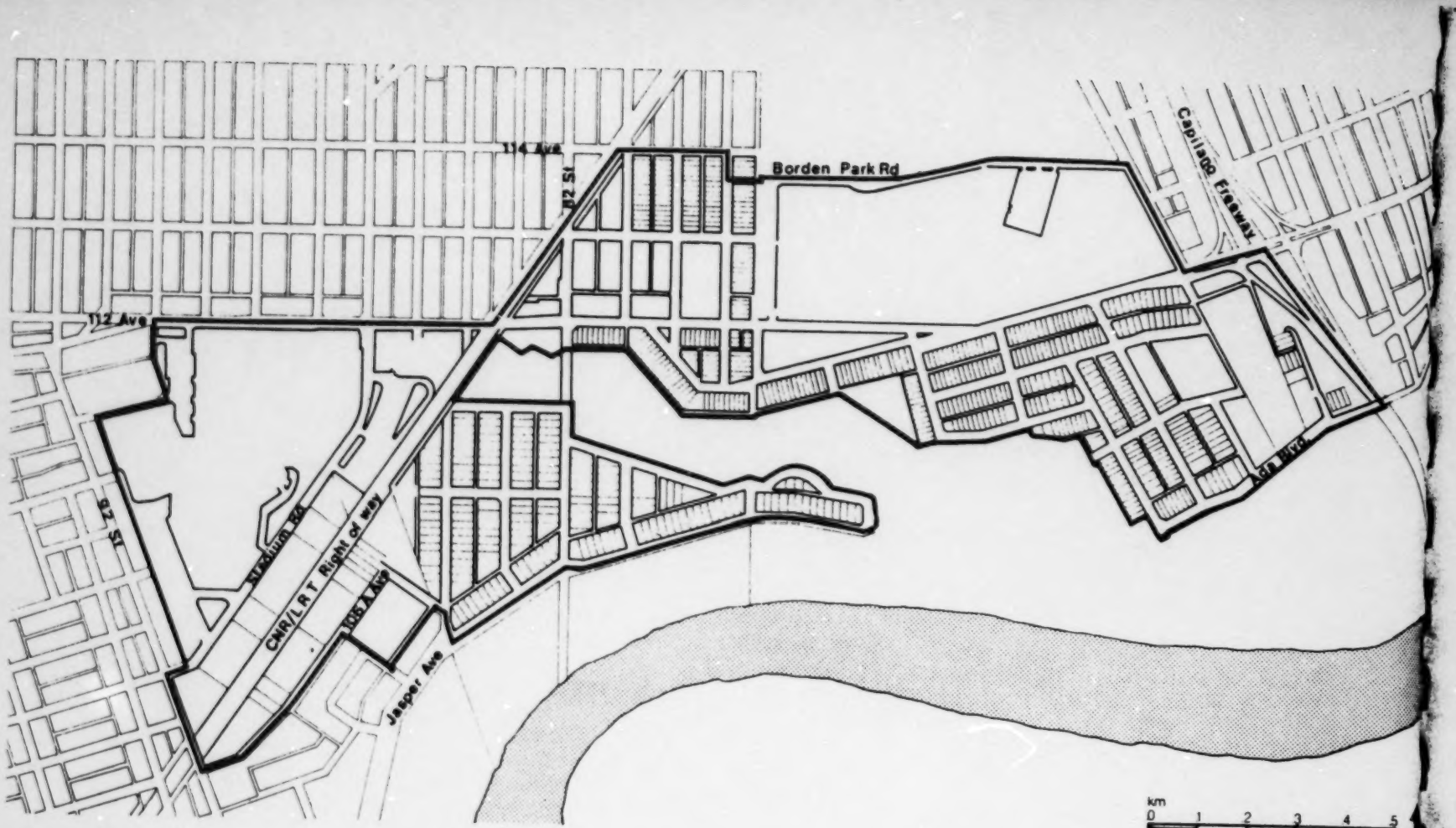
The Plan Area is bounded on the northwest by the Parkdale Area Redevelopment Plan (ARP), on the west by the Boyle Street/McCauley Area Redevelopment Plan (ARP) and on the south by the proposed North Saskatchewan River Valley ARP.

1.2 Authority For The Plan

On 1978 09 19, City Council, in order to implement one of the recommendations of the Northeast Light Rail Transit Corridor Study, resolved that an Area Redevelopment Plan (ARP) should be prepared for the LRT Station areas. This ARP was initiated and subsequently brought forward to the Municipal Planning Commission and Council as the Stadium/Coliseum Station Area Redevelopment Plan (ARP) Bylaw No. 5987.

On 1978 11 14 and 1979 10 16 respectively, City Council authorized the preparation of community plans for the Parkdale and Montrose/Santa Rosa neighbourhoods.

On 1980 09 09, City Council struck the Stadium/Coliseum Station ARP Bylaw (which had been given first reading on 1980 03 25), and referred certain matters dealing with the Fort Road/86 Street area and proposed land use densities back to the Administration. Recommendations on these matters were approved by Council on 1981 09 09 and 1981 11 24.



SCHEDULE
Plan Area Boundary

Boundary

On 1982 01 12, City Council authorized the preparation of separate ARPs for the Parkdale, Montrose/Santa Rosa, Coliseum and Stadium Station Areas, and approved boundaries for each.

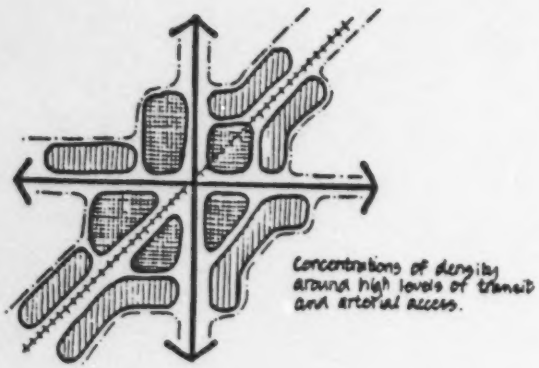
Amendments were required to the Edmonton Regional Plan-Metropolitan Part and to the City's Land Use Bylaw in order to facilitate this Plan. More information on these amendments is contained in Section 9.2 of this Plan.

SECTION 2 - OBJECTIVES OF THE STADIUM STATION PLAN

2.1 Basic Strategy

The Stadium Station Area is an area with diverse needs, problems and advantages. Each of the Sub-Areas into which the Plan Area is divided for the purposes of this document has been designed to address the separate planning problems evident in each Sub-Area.

The problems facing the area include the influence and effect of transportation corridors, both road and LRT, the impact of major facilities and related parking problems, preservation of historically significant structures, pressure for an allocation of high density redevelopment within the area, planning for older industrial areas, and maintaining the character of low density family housing areas. There are a number of involved interest groups attempting to deal with these issues, such as the Edmonton Exhibition Association, the Borden Park Residents' Association, as well as a number of departments of both the Provincial Government and Civic Administration. This Plan is intended to address the municipally relevant issues by providing policies, which:



Density Distribution

- promote high density redevelopment projects in close proximity to the LRT Station. The intent will be to direct the increase in population for the Plan Area into a node of density which will support LRT ridership, and provide for mixed use developments with mutually supportive residential and commercial development;
- indicate the nature and extent of proposed transportation improvements in the area, and provide for methods of mitigating possible negative impacts;
- regulate or prohibit the expansion of existing major recreational facilities within or abutting the Plan Area, into the Plan Area;
- reduce or eliminate on-street parking problems in the area by requiring a certain standard of parking in new development and by initiating the process of design and construction of a City-owned parkade near Commonwealth Stadium;
- protect existing historically significant structures, and preserve the historic flavour of the Viewpoint community;
- ensure a logical transition of density and built form moving from the highest densities near the LRT Station to lower densities in surrounding areas in order to protect stable areas of low density housing and maximize compatibility between adjacent land uses;

- maintain older industrial uses, where appropriate, and ensure that industrial redevelopment is compatible with adjacent residential uses.

The Plan is structured in terms of objectives, policies, implementation and recommended changes to the Land Use Bylaw. The objectives outline the expected future outcome of the policies which are to provide direct guidance for development activity within the area. The implementation section details specific actions required to implement the policies of the Plan, the responsible department or group, and some indication of timing, budgeting and the approval process required. The topic areas dealt with in this Plan include proposed land uses, proposed roadways, bikeways and pedestrian routes, parks, utilities and other public developments, and other proposals.

2.2 Residential Land Use Objectives

2.2.1 To provide housing accommodation for a variety of income levels and household sizes as well as a balanced mix of housing types and population densities.

2.2.2 To improve and upgrade the supply of residential accommodation in areas where the existing housing stock is proposed to remain and to establish a pleasant and attractive environment in areas of redevelopment within the Plan Area.

2.2.3 To preserve and protect the major portion of the existing stable residential neighbourhoods from the intrusion of through traffic and large scale redevelopment.

2.2.4 To allow selective higher density redevelopment at points of high visibility and good access to the transportation system close to the LRT Station and along major arterial roads.

2.2.5 To encourage the retention of viable and structurally sound buildings of significant historic or architectural value.

2.2.6 To ensure that future population growth generated by redevelopment is adequately provided with community facilities, such as open space, schools and recreation facilities.

2.2.7 To reduce, as much as possible, negative impacts of new development upon the existing community, where that community is to be retained in a low density family-oriented form.

2.3 Commercial Land Use Objectives

2.3.1 To reinforce and upgrade existing commercial operations in the Plan Area and to strengthen their economic viability by designating such sites for commercial land use and by providing policies for commercial development within the Plan Area.

2.3.2 To provide for a limited amount of ancillary office and commercial development as a component of mixed use development near the LRT Station, in order to support both residential and transit functions, which are the primary uses of land near the LRT Station.

2.4 Industrial Land Use Objectives

2.4.1 To recognize the existing industrial area which is to be maintained in the long-term, but to discourage the establishment of new industrial land uses in the Plan Area.

2.4.2 To reduce conflicts between the residential land uses and the industrial land uses where they are adjacent to each other by proposing that, where possible, transitional light industrial uses be located adjacent to residential uses, and by using the design of new structures to minimize impact.

2.4.3 To reduce or eliminate problems associated with the industrial areas such as insufficient parking, traffic congestion and access.

2.4.4 To replace obsolete industries in the Plan Area with medium to high density residential land uses which would integrate more appropriately with the community.

2.5 Transportation Objectives

2.5.1 To promote the use of public transit systems within the Plan Area and minimize the potential for any negative effects on the community, such as noise, fumes and visual impact.

2.5.2 To ensure that conflicts between road networks within the Plan Area and community activities is minimized by retaining arterial roads on the periphery of neighbourhoods.

2.5.3 To ensure that redevelopment projects in the Plan Area do not add traffic congestion to areas with low density land uses.

2.6 Pedestrian and Bicycle Networks Objectives

2.6.1 To facilitate pedestrian access to the LRT Station with direct and convenient routes connecting adjacent development.

2.6.2 To improve pedestrian circulation in the Plan Area to allow people convenient access to the available facilities and services.

2.6.3 To provide for better access to the existing bicycle network in the vicinity of the Plan Area, and to encourage improved signage and safety for these routes.

2.7 Parking Objectives

2.7.1 To ensure that new development in the Plan Area does not add to the existing parking shortages in the community.

2.7.2 To encourage the development of mixed use projects in the vicinity of the LRT Station which will incorporate parking facilities for the use of residents, visitors, LRT patrons, and major facilities users.

2.7.3 To alleviate the parking shortage associated with industrial land uses in the Plan Area by requiring new development to provide parking in accordance with the City's Land Use Bylaw.

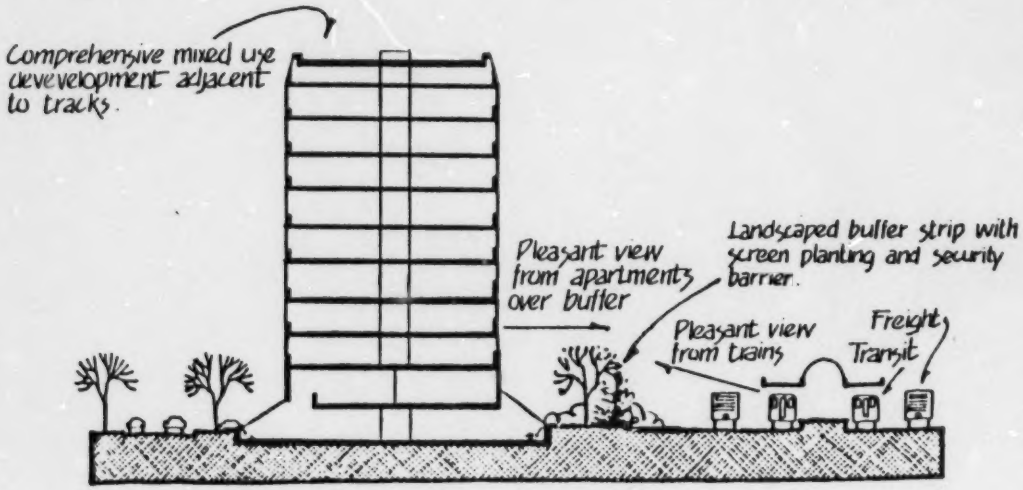
2.7.4 To reduce the visibility of parking facilities from the surrounding land uses where appropriate. Such a reduction of visibility should not adversely affect required sight-lines, safety or surveillance factors required for parking facilities. An alternative to this objective would be to reduce the negative visual impact of parking facilities through innovative design measures and landscaping.

2.8 Parks and Open Space Objectives

2.8.1 To ensure that adequate open space is provided for the present and future residents of the Plan Area.

2.8.2 To provide a good variety of recreational, park and community facilities directed towards age and interest groups representative of the Plan Area.

2.8.3 To visually improve the streetscape of the community through the use of landscaping.


Comprehensive mixed use deveveloment adjacent to tracks.
Pleasant view from apartments over buffer
Landscaped buffer strip with screen planting and security barrier.
Pleasant view from trains
Freight Transit

Principles of Trackscape Improvement

2.9 Heritage Conservation Objectives

2.9.1 To promote the conservation of historic resources which are of architectural or historic interest.

2.9.2 To promote the environmental quality of heritage resources by providing guidelines for proposed new developments which are adjacent to or in the vicinity of heritage resources.

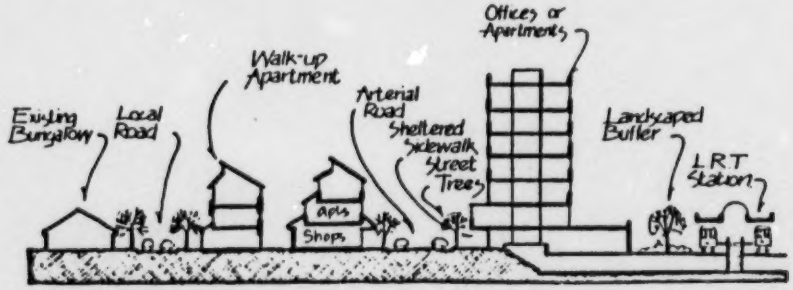
2.10 Urban Design and Built Form Objectives

2.10.1 To minimize land use conflicts between proposed high density projects and existing low density development by concentrating high density redevelopment around points of good accessibility to LRT Stations, and by scaling down development towards the low density neighbourhoods. This, in effect, provides a transition zone between high and low density development.

2.10.2 To encourage developers to design buildings to maximize usable open space at grade within the parameters of the City's Land Use Bylaw.

2.10.3 To encourage the architecture, urban design and building materials of new development to be compatible with the adjacent and surrounding buildings. Building mass, form, height, and scale should be complementary to existing structures.

2.10.4 To encourage developers to design new buildings so that they are functionally integrated with surrounding land uses which may be expected to remain in the long-term, and which conform to the other policies of this Plan.



"Transition Zoning" buffers existing family housing from high-rise buildings, while providing greater densities around the stations.

Transition Zoning

2.11 Community Facilities Objectives

2.11.1 To retain and reinforce existing community facilities such as community halls, community oriented recreation facilities and schools, and to meet the needs of the increased population resulting from redevelopment.

2.11.2 To provide more community facilities in areas where shortages are identified.

2.11.3 To monitor activity programs and park facilities to ensure they meet the needs and demands of the surrounding community.

2.12 Major Facilities Objectives

2.12.1 To ensure that any proposals for additional facilities located within the Plan Area, related to the Commonwealth Stadium, Clarke Stadium and the Edmonton Northlands Exhibition Grounds, do not have negative effects on existing and long-term land uses within the Plan Area.

SCHEDULE B TO BYLAW NO. 6930

SECTION 3 - PROPOSED LAND USE POLICIES

3.1 Introduction

This section describes the land uses and policies which are proposed in each of the six Sub-Areas defined within the Stadium Station Plan boundaries. These Sub-Areas are identified on Schedule B. The Sub-Area approach was used in this Plan because it was apparent that there were a number of separate issues in various portions of the Plan and that the most thorough method would be to deal with these issues in a Sub-Area context, rather than on a Plan-wide basis.

The distribution and categorization for the land use proposals within the Plan Area are shown on Schedule C.

3.2 Sub-Area 1 - Stadium West Sub-Area

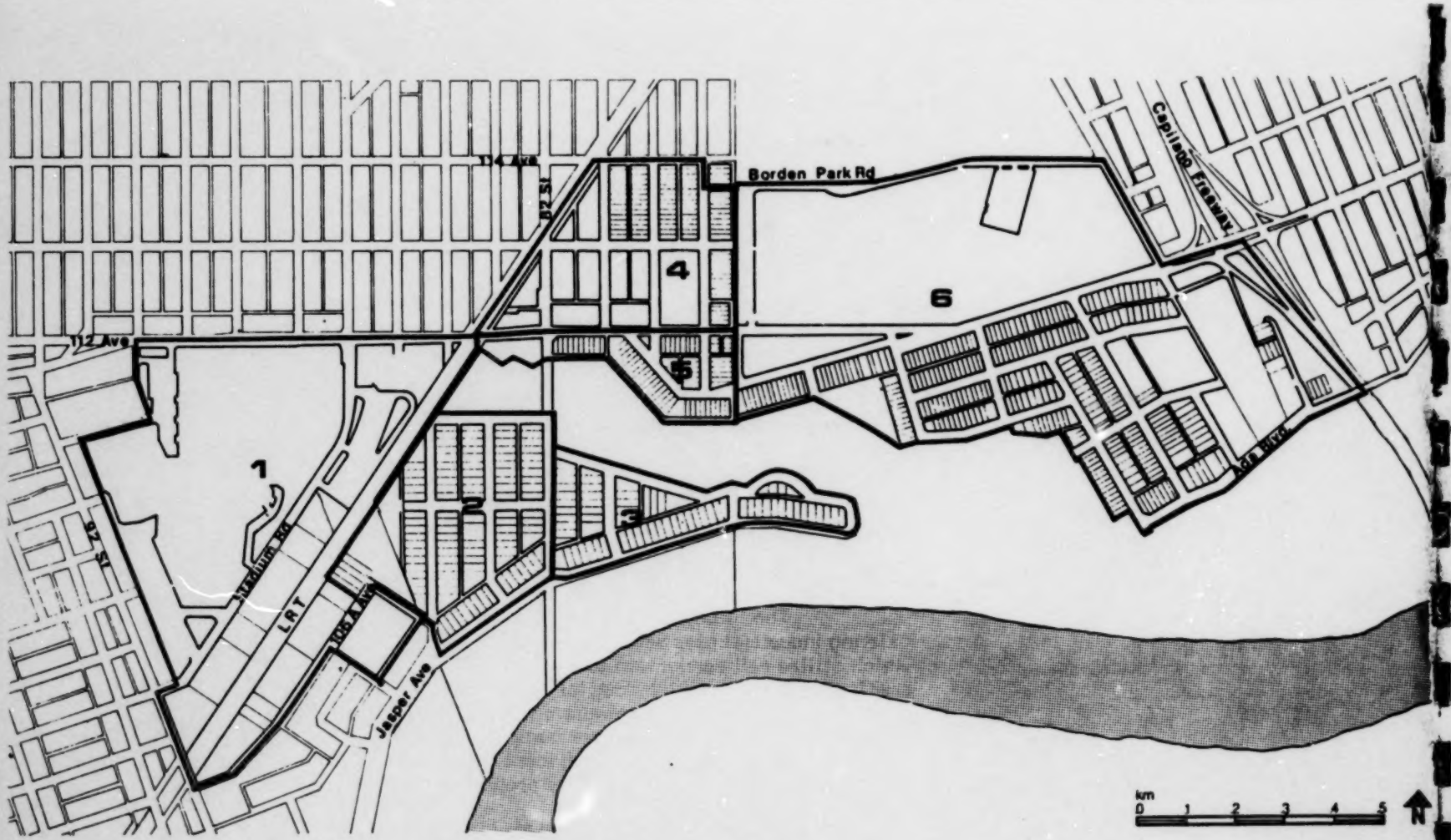
3.2.1 General Intent of Land Use Policies in Sub-Area 1

The intent of the Plan in this Sub-Area is to support the retention of those existing industrial uses which intend to remain in the long-term, particularly those which utilize rail connection to the abutting CN line, and to encourage the continuation of medium industrial types of uses where redevelopment occurs. The exceptions to this are at the west end of the Sub-Area, where light industrial or quasi-commercial uses which are compatible in design and function with the low to medium density housing in the adjacent McCauley community are encouraged, and the Alberta Concrete site, which is proposed to remain as heavy industrial.

The location of this Sub-Area, and the existing uses within the area, make it generally unsuitable for residential development. The exception to this is the City-owned land at the southeast corner of 112 Avenue and Stadium Road, which is proposed for mixed use residential-commercial development, in order to take advantage of proximity to the Stadium LRT Station. Transit and parking components are also recommended. No major recommendations are made regarding the Clarke and Commonwealth Stadium.

3.2.2 Industrial Land Use Policies

It is proposed that the industrial portions of the Sub-Area be retained where industries are major and the long-term intent is to remain on their present locations. Other smaller industries may also be retained and upgraded. Where



SCHEDULE B
Sub-Areas

1 Stadium West Sub-Area
2 Stadium East Sub-Area
3 Viewpoint Sub-Area
4 Cromdale North Sub-Area
5 Cromdale South Sub-Area
6 Virginia Park Sub-Area

redevelopment is proposed to occur, it shall be in the form of light industrial development or commercial-industrial development which provides a buffer between surrounding areas of existing or potential high density residential redevelopment.

This development shall be architecturally compatible with nearby low density residential development and shall not emit dust, noise, fumes or smoke onto adjacent residential development. This shall be implemented through the regulations of the City's Land Use Bylaw.

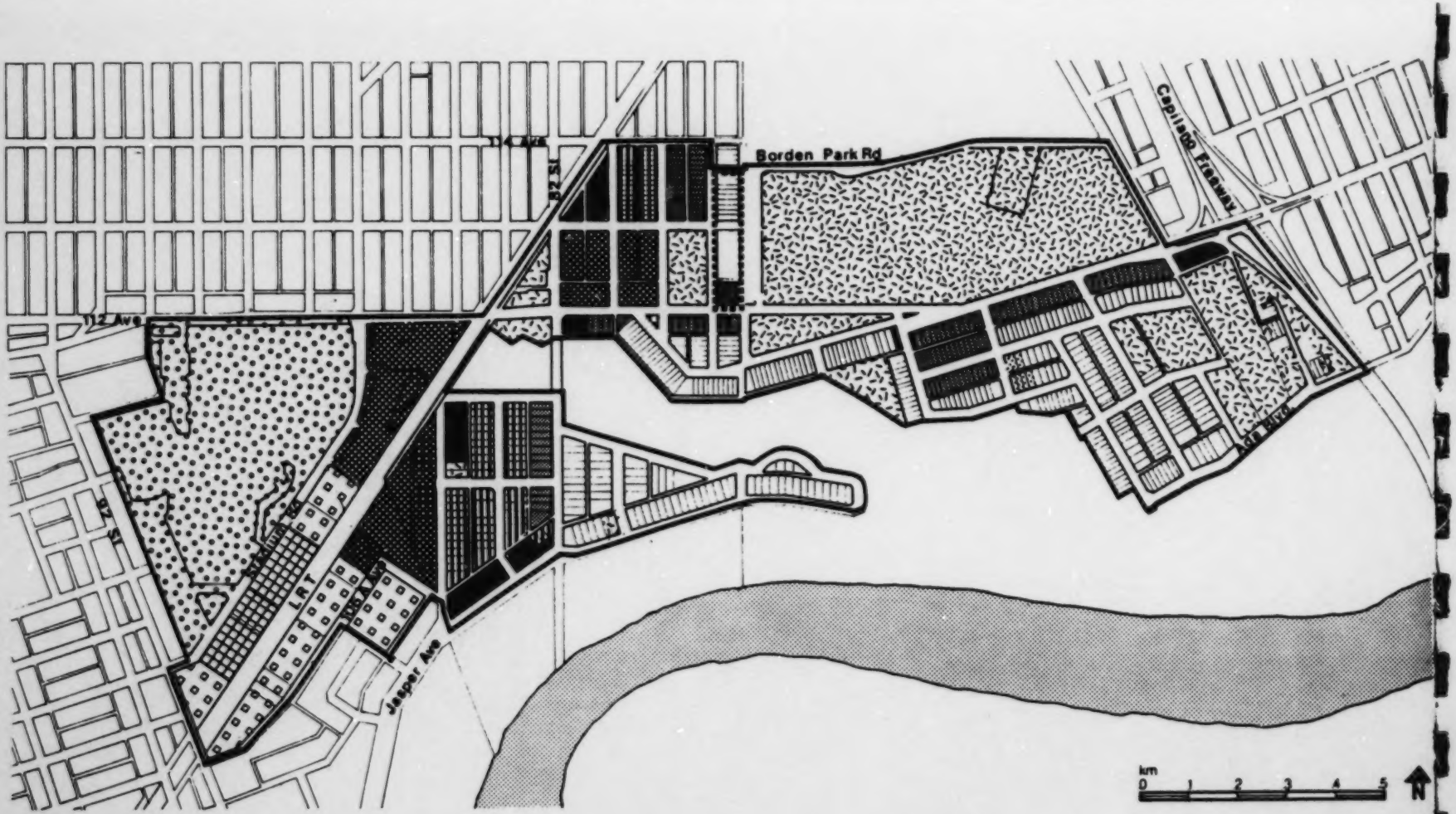
3.2.3 Residential Land Use Policies

Sites adjacent to the Stadium LRT Station shall be considered for comprehensive high density development which contain a substantial residential component. Approval of such development shall be subject to the policies of this Plan which deal with urban design and built form, and to the criteria for proximity of comprehensive development to major transit nodes. High density development which occurs on the Transit property located immediately west of the LRT Station, shall incorporate a transit and parking facility on the lower levels. This facility shall be for the patrons of the LRT as well as for a bus parking area when the Stadium is in use.

3.2.4 Major Recreational Facilities

Commonwealth and Clarke Stadium are to remain as long-term uses. Expansion of these facilities outside their existing boundaries, or the creation of new ancillary facilities (with the exception of parking areas or transit node linkages), shall require an amendment to this Plan. Such an amendment shall contain an evaluation of the effects of the proposal on parking requirements and traffic conditions in the surrounding area and on community integrity (resulting in depletion of housing stock, excessive noise, littering, loss of privacy and safety to residents) as well as indicating any resultant change in access onto the Exhibition Grounds. Amendments shall be submitted to the Planning Department for consideration and recommendation accordingly.

Such an amendment shall be reviewed with involved community groups for their input, and shall only be supported by the Department and City Council if the impacts are deemed acceptable.



SCHEDULE C
Proposed Land Uses

- Special study area
- Family (low density)
- Multiple family (low density)
- Low rise apartment
- Medium rise apartment
- High rise apartment
- Mixed residential/ commercial development
- Convenience commercial
- Light to medium industrial
- Heavy industrial
- Urban services (schools, parks, churches, institutions, utilities)
- Major recreational facilities

3.2.5 Parking Policies

Additional parking for the major recreational facilities and/or for the Stadium LRT Station may be located on the City-owned site west of the LRT Station, as a component of a comprehensive development. This will reduce the negative effects of removing large acreages of land solely for surface parking.

3.2.6 Commercial Land Use Policies

The development of commercial facilities, except as outlined in Section 3.2.2, and which would be of a predominantly industrial nature, shall be discouraged within this Sub-Area. Minor commercial outlets located within comprehensive mixed use developments and intended to serve local needs shall be allowed.

3.3 Sub-Area 2 - Stadium East Sub-Area

3.3.1 General Intent of Land Use Policies in Sub-Area 2

The intent of the Plan in this Sub-Area is to implement a policy of nodal development around the Stadium LRT Station by permitting a variety of medium to high density apartment development. The highest densities are proposed adjacent to the Station. It is not intended that a LRT parkade structure would be constructed in this Sub-area.

Older existing low-rise apartment development in the area could remain, or redevelopment at slightly higher densities. The intent of the Plan is to absorb the pressure for greater density within the Plan Area within this Sub-Area and Sub-Area 4. This will serve to protect the existing low density neighbourhoods from strong redevelopment pressures, and locate the bulk of the population increase in the Plan Area near the LRT Station. Auxiliary commercial and office development which supports the residential component and relates to the LRT Station is also to be permitted. It is not intended that an LRT parkade structure would be constructed in this Sub-Area.

The area should evolve as a high density, predominantly non-family apartment housing area with related non-residential uses. A park site is identified on Schedule E. This park is to be developed after or in conjunction with comprehensive development on the Muttart's Site and is intended to provide a green space for this portion of the Plan Area.

3.3.2 Residential Land Use Policies

It is proposed that residential redevelopment take place within this Sub-Area. High density projects should be restricted to the western portion of the Sub-Area adjacent to the LRT line, and to the existing edge of high density development along Jasper Avenue. Progressively lower densities shall be allowed moving from west to east through the Plan Area to provide a transition of density and building height which will minimize adverse impacts on the low density residential area east of 82 Street. The lowest densities should be low-rise apartment buildings. High density development should be primarily oriented to non-family accommodation. Recreational and open space components should be provided on-site since these do not otherwise exist in this Sub-Area. Designs which facilitate direct or ready access to the LRT Station shall be encouraged.

3.3.3 Commercial Land Use Policies

New commercial activity should be restricted to minor convenience commercial activities within mixed use development which support the residential component of those developments.

3.3.4 Parks and Open Space Land Use Policies

At least one park facility shall be developed in this Sub-Area. This could be achieved through the use of municipal land by means of a street closure and/or through the use of land now privately held, as a component of a comprehensive development. The recommended area for this proposed park is shown on Schedule E. The exact location and size of the proposed park shall be determined through negotiations between the Parks and Recreation and Planning Departments and the property owners affected. As a guideline for these negotiations, it is recommended that the size of the proposed park be between 0.5 and 2.0 acres (0.2 and 0.8 hectares), and ideally approximately one acre (0.4 hectares), to be located on the southeast portion of the Muttart lumber site.

3.4 Sub-Area 3 - Viewpoint Sub-Area

3.4.1 General Intent of Land Use Policies in Sub-Area 3

The intent of this Plan is to stabilize and retain the existing historic and low density family-oriented character of the Sub-Area, and to achieve successful integration with the City's proposed River Valley policies as they affect adjacent

lands. There are a number of historic structures located in this Sub-Area, and a complete list of these can be found in the Background Paper to this Plan.

The intent of the policies for this area is to ensure that, firstly, development remains as low density family-oriented housing, and secondly, that the types of design elements characteristic of the historic structures (which are to be retained) are reflected in new developments or additions. These are detailed in the proposed Direct Development Control District which is to apply to this Sub-Area.

3.4.2 Residential Land Use Policies

The Viewpoint area contains many single family homes with unique character constructed mainly around the 1920's, with a number of homes considered of historical significance. Due to the large number of houses of architectural and historic interest in the Viewpoint area of Cromdale, the Cromdale Community League applied to the Minister of Culture to have the Viewpoint area designated as a Provincial Historic Area under Section 20 of the Historical Resources Act. Consultation between Alberta Culture, the City's Heritage Officer, home owners and other involved groups would be required as part of the Provincial Historic designation process.

3.4.3 Parks and Open Space Land Use Policies

It is proposed that the adjacent Kinnaird Ravine Park continue to function as the developed park site and tot lot for this Sub-Area. The remainder of the Kinnaird Ravine and River Valley lands surrounding the Viewpoint Sub-Area fall outside the Plan boundary, and will remain as undeveloped natural areas within the Metropolitan Recreation (A) District. The boundaries of the Stadium Station ARP in the area adjacent to the River Valley have been determined based on a synthesis of the Capital City Parkland Agreement, approximate top-of-the-bank line, and existing property and roadway boundaries. Use of lands adjacent to the River Valley areas shall not cause negative impacts on the Valley areas from the standpoints of drainage, soil stability, vegetative cover and general appearance.

3.5 Sub-Area 4 - Cromdale North Sub-Area

3.5.1 General Intent of Land Use Policies in Sub-Area 4

It is the intent of this Plan to provide an area for a significant amount of residential redevelopment at medium to high densities with ancillary commercial and

office facilities. Also within this Sub-Area, park space deficiencies will be addressed through the proposed use of the Cromdale school grounds, and the long-range development of the Edmonton Northlands land holdings will be identified.

The focus of policies for this Sub-Area is to provide for a range of medium to high density development which can take advantage of close proximity to the Stadium LRT Station and major arterial roads (82 Street and 112 Avenue). The previous low density housing forms in the area have been fragmented or eliminated, and this, coupled with the proximity of the Northlands operation, makes the area largely unsuited for family accommodation.

Redevelopment is to effect a transition of height and density decreasing from west to east in this area. Recycling of the Cromdale School is proposed. The thrust is similar to that of Sub-Area 2, which is to create a residential density node which utilizes proximity to transit and roadways in the area.

3.5.2 Residential Land Use Policies

It is proposed that high density residential mixed use development be permitted within this Sub-Area containing a small amount of commercial space that provides a service to residents. The amount of commercial space in such development should be restricted by the amount of residential floor space, to maintain the area as predominantly residential. Residential-mixed use development containing a residential and commercial component shall, where possible, provide improved access or linkages to the Stadium LRT Station and to other transit nodes in the area.

Residential-mixed use developments shall be constructed in the form of low-rise, medium density structures to integrate within the built form of the Sub-Area and to provide some built form transition to surrounding areas of lower density residential development, such as Parkdale to the west and the Cromdale South Sub-Area to the south. Redevelopment which is exclusively medium or low-rise residential at medium density is encouraged in the portions of the Sub-Area more distant from transit nodes.

3.5.3 Parks and Open Space Land Use Policies

It is proposed that the unused Cromdale School be recycled to the extent that the grounds can be redeveloped for parks purposes, and that use of the building for one or more municipal, recreational, cultural, community or similar compatible activities be actively explored in consultation between the Edmonton Public School Board, involved Civic departments and community user groups.

It is further proposed that mixed use developments be encouraged to provide on-site recreational/open space amenities and facilities which will be available to tenants as a method of partially offsetting the deficiency of neighbourhood park space in this Sub-Area.

3.5.4 Edmonton Northlands Property Policies

It is proposed that land currently owned by the Edmonton Northlands within this Sub-Area continue to be used as low density family housing, or, if redeveloped, to be done so in accordance with Sections 3.5.2 and 3.5.3 of this Plan.

Any expansion within this Sub-Area of the Exhibition (which is beyond the 1972 Council-approved expansion boundary) for Exhibition facilities or parking would require an amendment to this Plan. Such an amendment would require a report prepared by Edmonton Northlands (or its consultant) addressing the impacts on the following:

- community character
- local traffic circulation, pedestrian routes and exhibition access
- intrusion on residential areas
- park access and function
- any other relevant issues as determined by the Planning Department.

Such an amendment request and report shall be evaluated by the Planning Department and reviewed with involved community groups for their input, and shall only be supported by the Department and City Council if the impacts are deemed acceptable.

3.5.5 Commercial Policies

The area of existing commercial development on the northwest corner of 112 Avenue and 82 Street will be almost entirely required for the intersection improvements proposed by Transportation Management Department. This commercial area is intended to remain as such until the intersection improvements are initiated. Commercial redevelopment in other portions of the Sub-Area shall be restricted to mixed use residential-commercial buildings.

3.5.6 Expiry of Development Agreement (Ormana Site)

Section 720.2(8)(b) of the Land Use Bylaw specifies that the development agreement entered into by the applicant and the City regarding the property located between 80 and 82 Streets, between 113 and 112 Avenues, designated DC2 shall

stipulate the period of time for which the agreement will remain in effect. The agreement applicable to this site stipulates that the agreement will expire as of 1983 12 15. If the applicant does not seek to renew this agreement within six months of the expiry of the agreement, and/or does not seek to renew this or subsequent extensions of the agreement as may be approved by Council, then when six months has elapsed since the expiry of the final extension of this agreement, it will be the policy of Council that the following take place:

a) That an amending bylaw to the Land Use Bylaw to redistrict the subject site from DC2 to RA9 and RA8 be prepared and processed by the Planning Department, pursuant to Section 720.2(10)(b) of the Land Use Bylaw, including the required public hearing. The block between 82 and 81 Street shall be RA9 (High Rise Apartment District) and the Block between 81 and 80 Streets shall be RA8 (Medium Rise Apartment District).

b) That, should a redistricting application be submitted which exceeds the regulations for the RA9 and RA8 districts, an amendment to this Plan shall be required, providing policy guidelines which substantiate the proposed redistricting. The applicant shall be responsible for preparation of these guidelines in conjunction with the Planning Department.

c) The Development Officer shall ensure that new development in this district is in compliance with the following guidelines where applicable:

   (i) Redevelopment within this district shall be connected to a pedestrian path to the Stadium LRT Station. This path should cross 82 Street and 112 Avenue in conjunction with the grade separation of the CN/LRT right-of-way, when constructed. Developers in the area will be responsible for connecting to this path at appropriate points. Such a connection shall have due regard for weather protection measures, where appropriate;

   (ii) The developer shall include landscaping and screening within required setback areas adjacent to major arterials (112 Avenue and 82 Street) in order to enhance the visual amenities on-site;

   (iii) The scale, height, density and built form of development within this district, shall generally decrease from west to east through these two blocks in order to exhibit sensitivity to the existing and potential smaller scale development on adjacent blocks. This transition can be achieved through siting and design of structures, location of vehicular access points, and use of building materials such that the greatest level of

compatibility of new development to surrounding development is achieved;

(iv) In the event that this site is not comprehensively redeveloped, but is to be subdivided for more than one development by more than one owner/developer, liaison with relevant City departments will be required to review the proposed replot and provide input regarding the subdivision of land and provision of municipal services;

(v) The Development Officer is encouraged to seek input from Planning and other involved Civic Departments in order to evaluate the compliance of an application with these guidelines.

3.6 Sub-Area 5 - Cromdale South Sub-Area

3.6.1 General Intent of Land Use Policies in Sub-Area 5

It is the intent of this Plan to maintain and stabilize this Sub-Area as a low to medium density residential area and to recognize and support the existing commercial activities. It is anticipated that the only land use change which will occur in this Sub-Area is the development of low-rise apartment buildings along 112 Avenue.

3.6.2 Residential Land Use Policies

It is proposed that residential lands fronting onto 112 Avenue be permitted to develop as medium density, low-rise residential apartments. All other residential lands shall be maintained as low density family-oriented housing.

3.6.3 Commercial Land Use Policies

It is proposed that existing convenience commercial activities be maintained and upgraded over the long-term. No other commercial development shall occur.

3.7 Sub-Area 6 - Virginia Park Sub-Area

3.7.1 General Intent of Land Use Policies for Sub-Area 6

It is the intent of this Plan to support and maintain a stable, low density neighbourhood with a variety of housing types, and to promote a compatible relationship between the neighbourhood and non-residential uses within the Sub-Area. The majority of the area is comprised of low density residential development, primarily single family homes, and is intended to remain as such. Redevelopment to low-rise apartments along 112 Avenue is considered appropriate because of the unsuitability of an arterial for family-oriented housing. Institutional uses are expected to remain in the long-term. The following policies will be directed to maintain Borden Park as a district park and to eventually utilize the Eastern Star Lodge property for parks purposes.

3.7.2 Residential Land Use Policy

It is proposed that medium density, low-rise apartments may be located along 112 Avenue in designated areas. All other residential development shall remain low density family-oriented housing, with the exception of the Alberta Housing Corporation site at 111 Avenue, which is proposed to be developed as senior citizens' housing. It is recommended that this seniors' housing complex provide weather-protected connections between the buildings.

3.7.3 Commercial Land Use Policy

It is proposed that commercial activities be limited to existing or presently districted uses of a convenience commercial nature, and that these uses be encouraged to be upgraded where feasible, given that the area is not appropriate for major new commercial development.

3.7.4 Parks and Open Space Land Use Policies

It is intended that Borden Park fulfill its function as a district park as outlined in the Parks and Recreation Master Plan, and that potential conflicts between this objective and other uses be eliminated. The preparation of a Ten Year Development Plan for Borden Park will determine how such conflicts are to be eliminated. Until such a Plan is prepared, uses of the Park for any other activities other than those permitted in the Land Use Bylaw shall require consultation with the Parks and Recreation and Planning Departments, the Borden Park Residents' Association, the Cromdale Community League and final approval by City Council.

It is proposed that that a portion of the Virginia Park Elementary School site, presently developed for parks purposes, be maintained in conjunction with its primary use as a school yard.

The boundary between this Sub-Area and the proposed North Saskatchewan River Valley ARP has been determined based on the Capital City Parkland Agreement, approximate top-of-the-bank line, private lot boundaries and road right-of-ways. Redevelopment on sites adjacent to this boundary shall give consideration to the potential negative impacts on the Kinnaird Ravine and River Valley from the standpoints of drainage, soil stability, vegetative cover and general appearance.

3.7.5 Institutional Land Use Policy

It is proposed that Concordia College will remain on its present site, and continue in its present capacity as a college over the long-term.

The Virginia Park Elementary School is also expected to fulfill its function as a fine arts elementary school in the area over the long-term.

SECTION 4 - PROPOSED ROADWAYS, BIKEWAYS AND CIRCULATION POLICIES

4.1 Introduction

Proposed roadways and related information are shown on Schedule D1. Proposed bikeways, pedestrian circulation and related information are shown on Schedule D2. Transit proposals and related information are shown on Schedule D3.

4.2 Roadways Policies

4.2.1 General Intent of Roadways Policies

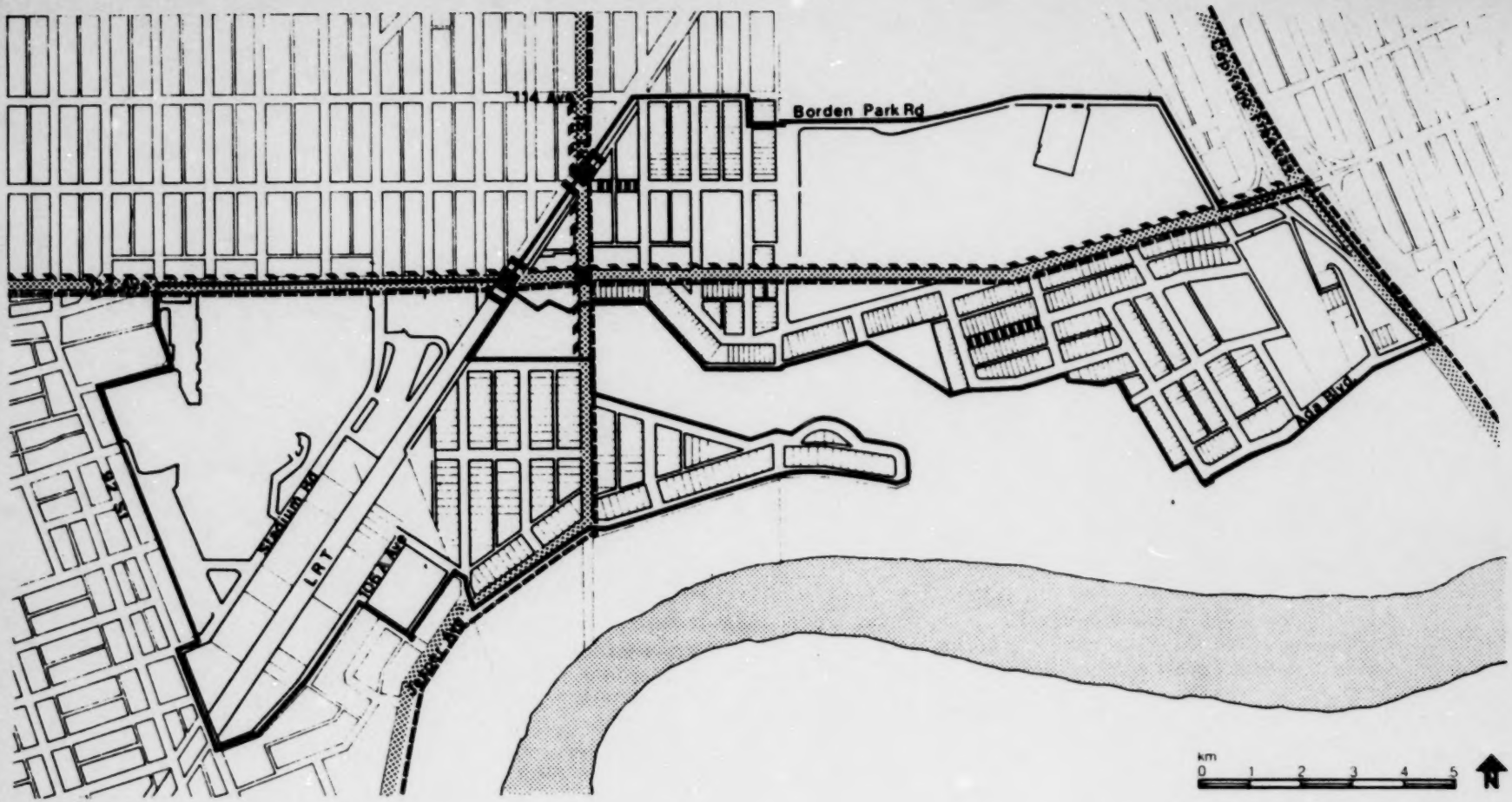
It is the intent of this Plan to ensure that the proposed transportation systems in the Plan Area achieve City-wide transportation objectives while attempting to mitigate potential impacts on the community and on existing and future development. It is anticipated that 82 Street and 112 Avenue will continue to provide arterial functions through the Area, and that future improvements may occur subject to the policies outlined below.

4.2.2 Arterial Roads

The roads that are designated as arterial roads in the Stadium Station Plan Area are 112 Avenue, 82 Street, Jasper Avenue (west of 82 Street) and Stadium Road. All other roadways are designated as local roadways. Residential development occurring along truck routes should incorporate noise attenuation features so that noise from traffic will not adversely affect residents of these developments. A noise monitoring survey will be required to determine the need for noise attenuation.

4.2.3 Road Widenings and Property Requirements

4.2.3.1 Property acquisition by the City to enable 112 Avenue to be widened to a six-lane divided roadway is being undertaken through the Transportation Management Department as land becomes available for purchase, is approved by City Council and can meet budget restraints. This road widening is not proposed to occur within the next 10 years, but is a long-term proposal. The widening is proposed to take place on the north side of the Avenue. Portions of the lots abutting the north side of the Avenue will be required for this proposed widening. The detailed design of the widening will be provided in the Ten Year Roadway Plan which is being carried out



SCHEDULE D1

Road Proposals

- Arterials (existing)
- Major road/intersection improvements
- Proposed road closures/realignments
- Truck routes
- Proposed grade separation

by the Transportation Management Department. Tentative timing for the completion of the Ten Year Roadway Plan is mid-1983.

Use of Borden Park to widen 112 Avenue east of 78 Street could have a serious impact on the park and will therefore not be encouraged. A review of the impact to the park shall be carried out in the Functional Planning Study.

4.2.3.2 The Transportation Management Department has shown 82 Street as a four-lane divided roadway north of 112 Avenue in its Ten Year Roadway Plan. Additional widening between 112 and 114 Avenues will be required to accommodate the proposed grade separation of 82 Street and the LRT line. Land acquisition for this widening will occur as properties come up for sale or redevelopment, subject to approval by City Council and budget restraints.

4.2.4 Traffic Management Scheme

It is recommended that, should concerns arise in the Plan Area regarding traffic movement and access, that a Traffic Management Scheme be prepared by the Engineering Department to address these concerns. Such a Scheme would be prepared at the request of area ratepayers, and should employ such techniques as forced turns, one-way streets, grade separations and road closures.

There are two grade separations proposed to be constructed at the LRT tracks to enable the uninterrupted flow of traffic along 82 Street and 112 Avenue. Although these are not proposed in the Transportation Management Department's Ten Year Roadway Plan, they may be constructed as the need develops.

The 82 Street upgrading plans include changing the existing at-grade crossing at 82 Street and 112 Avenue into a railway underpass (road under tracks). Acquisition of land on either side of 112 Avenue and the LRT tracks is necessary for the purposes of constructing this underpass.

A grade separation is also proposed at 82 Street between 112 Avenue and 114 Avenue. This will require property from the surrounding area. The amount of land required for road purposes should be minimized, where possible, to permit maximum flexibility for the development of remnant parcels.

Closure of 113 Avenue east of the LRT tracks, thereby changing the road into a cul-de-sac, is to occur in conjunction with the construction of the proposed high density residential project on the north east corner of 82 Street and 112 Avenue

(Ormana Development). It is proposed that, should the Ormana Development not proceed, that 113 Avenue not be closed unless future roadway improvements in the area identified by the Transportation Management Department require that it be closed.

The conditions of approval of the Ormana Development also required the closure of 81 Street between 112 and 113 Avenue. These roads were closed by City Council on 1981 05 30, by Bylaw No. 6194.

A proposed seniors' housing development by Alberta Housing for the area between 75A Street and 76 Street, north and south of 111 Avenue, required the closure of 111 Avenue. This was implemented by City Council on 1982 02 09, by Bylaw No. 6783.

Any changes to existing forced turns, one-way streets or road closures will not necessitate an amendment to this Plan. A traffic management scheme prepared by the Engineering Department at the request of area ratepayers would be the method of remedying any concerns with traffic flows in the Plan Area.

The development agreement for the Ormana Development requires that the developer finance a left turn bay from the site on 112 Avenue south onto 82 Street so that traffic will not be disrupted at this intersection. This left turn bay shall be designed and constructed to the satisfaction of the Transportation Management Department. Improvement of this intersection is not necessarily contingent on the Ormana Development. and will be ultimately based on traffic requirements in the area.

Traffic may be directed, through the use of forced turns, down arterial roads, to protect the privacy, safety and quiet of residential areas by reducing short-cutting of arterial traffic through local streets in the grid roadway pattern existing in this area.

The installation of an automatic signal light shall be considered by the Engineering Department at the intersection of 75 Street and 112 Avenue to allow for the safe crossing of residents south of 112 Avenue to Borden Park.

4.2.5 Access to Developments Abutting Arterial Roads

Medium and high density development located on arterial roads should be accessible to automobiles from side streets or laneways where possible, to avoid congestion and the obstruction of traffic flow.

Access to Edmonton Northlands from the Plan Area shall be limited to entrances accessed from 115 Avenue along 79 Street and 73 Street (via Borden Park Road). Determination of access to redevelopment sites is subject to the approval of the Traffic Operations Section of the Engineering Department.

4.2.6 Truck Routes

The following roads in or bounding on the Plan Area are designated as truck routes:

24 hr. routes :	Jasper Avenue, west of 82 Street
	82 Street, 112 Avenue, Capilano Freeway, Stadium Road
7:00 - 23:00 hr. route :	79 Street (115-112 Avenue)

No new truck routes are proposed in the Plan Area.

4.3 Parking Policies

4.3.1 General Intent of Parking Policies

Parking problems in the Plan Area should be alleviated through the provision of additional parking facilities in conjunction with redevelopment schemes and by on-street parking control by the City Administration. Such facilities shall also fulfill a Park'n'Ride function subject to the policies to be outlined in the Park'n'Ride Location Policy Paper currently under preparation by the Transportation Management Department. Review of existing parking problems as they relate to major facilities should be undertaken to formulate methods of improving the parking shortage. This is to be accomplished through the Traffic and Parking Study proposed in Section 4.3.3 below.

4.3.2 Parking Restriction Program

The implementation and enforcement of the Northlands Area Non-resident Parking Restriction Program shall continue under the jurisdiction of the Engineering Department. A review and assessment of the program's effectiveness shall be made on an annual basis, if feasible, with input from affected Community Leagues and local residents. Any changes to the present parking restrictions must receive support from more than 50% of the residents in the area affected, and must be submitted in the form of a petition to the Engineering Department.

4.3.3 Traffic and Parking Study

There has been a history of traffic problems and overflow parking onto neighbouring residential streets as a result of the various activities and events which are operated by Edmonton Northlands. While Edmonton Northlands has prepared a report through its consultant to address parking matters related to proposed and existing facilities in the Edmonton Northlands General Development Plan, this study does not encompass the issues affecting the surrounding residential communities and other major facilities which are the responsibility of the City of Edmonton to resolve.

It is recommended that an evaluation of the parking and traffic conditions should be undertaken, upon passage of this Bylaw, which considers the potential effects of proposed developments as well as the impact of existing facilities. This parking and traffic evaluation should commence by establishing a committee composed of representatives of the appropriate City Departments such as Engineering, Planning, Transit and Transportation Management. The committee would formulate the terms of reference for the evaluation and prepare it with staff resources or by consultant appointment. The study should be financed on an equal basis by the involved City departments and apply to all communities bordering on the major facilities in the area. Recommendations resulting from the evaluation should be submitted to City Council.

4.3.4 Bus Parking Site

The City-owned property located south of 112 Avenue and east of Stadium Road is currently being used for a bus parking area during Stadium events and as a Park'n'Ride site at other times. Residential development is proposed for this area, incorporating the bus parking area (located on the southerly portion of the site). Bus parking could be accommodated in a parkade which could be provided either within the residential development on lower levels or as a separate structure.

This site should be comprehensively developed in accordance with one of the following alternatives:

a) The property may be sold to a developer who would tender for contractors to build the structures.

b) The property may be publicly owned. The City would tender for contractors to build the structures.

c) A joint venture may be arranged whereby the City continues to own the property and allows a private agency to build and manage the buildings.

The bus facility should be architecturally designed and finished in a way which will make it compatible with the integrated mixed use development. The use of landscaping and buffering techniques to reduce its visibility from the residential component on the site is required. Access to the facility will take into account the safety of pedestrians. These details should be determined in cooperation with City Departments such as Transportation Management, Planning, Engineering and Real Estate and Housing.

4.3.5 Parking Requirements

Parking reductions for redevelopment proposals shall not be given on the basis of proximity to the LRT Station. Such reductions are discouraged under any circumstances in this Plan Area, in view of the on-street parking problems existing in the Area which would be increased by higher density redevelopment lacking sufficient parking.

Additional parking which is proposed in the form of a parking structure in the Plan Area is intended to remedy existing shortages and shall not be utilized as justification for parking shortfalls in future development proposals.

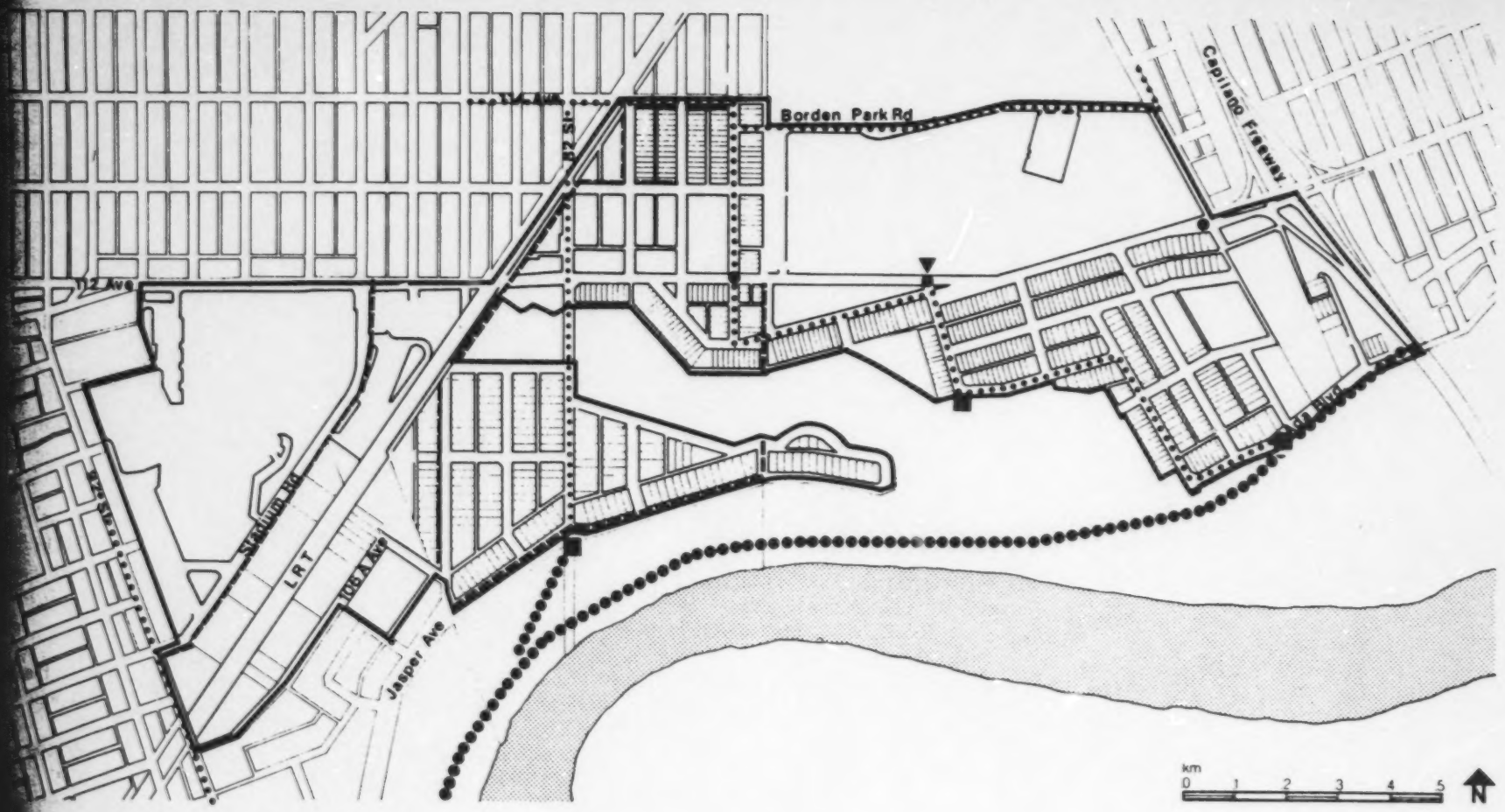
4.4 Public Transit Policies

4.4.1 General Intent of Public Transit Policies

It is the intent of this Plan to maximize the effectiveness of public transit systems in the Plan Area, and to minimize any possible negative effects of these systems on residential areas.

4.4.2 Transit Review

A periodic review of transit facilities involving bus routes, scheduling, location of bus stops and frequency of service is required as the need becomes evident. This review should include City Departments such as Transportation



SCHEDULE D2
Proposed Pedestrian and Bicycle Circulation

- Proposed sidewalk improvement
- Bikeways (Capital)
- Bikeways (City)
- Bikeway access points
- Existing pedestrian crossing with button activated traffic signal
- Proposed automatic traffic signals (pedestrian crossing)

Management, Transit and Planning as well as community groups affected so that provision of existing services in relation to new development can be appraised for their effectiveness.

4.5 Pedestrian Circulation and Bikeways Policies

4.5.1 General Intent of Pedestrian Circulation and Bikeways Policies

It is the intent of this Plan to provide for a utilitarian, safe and convenient pedestrian and bikeway system in the Plan Area that will allow for the continued use of the community resources. Pedestrians should have safe and convenient access to the Stadium LRT Station and a pedestrian network, through both public and private initiatives, should be developed in the Plan Area to link major activity centres such as the LRT Station and parks.

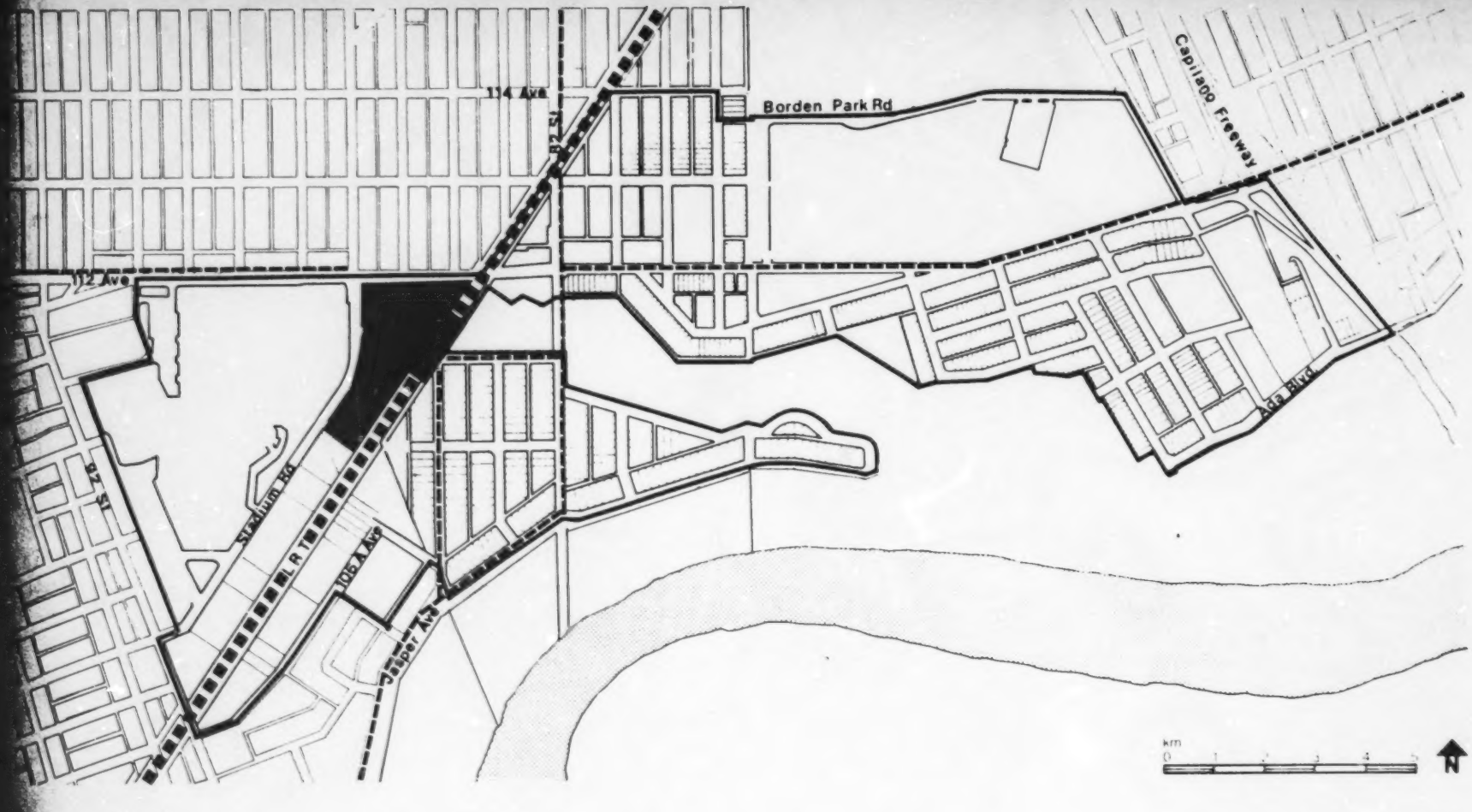
It is intended that both pedestrian and bicycle routes be serviced by adequate lighting, clear signage, elimination of blind spots and clear designation of intended modes of travel where overlap occurs (i.e., vehicle-pedestrian conflicts) in order to maximize the safety and convenience of these routes.

4.5.2 Pedestrian Routes to Stadium Station

High density residential development north of 112 Avenue proposed in the Parkdale Plan Area should be accessible by an enclosed pedestrian walkway that will connect this area to the Stadium LRT Station. This walkway would require road crossings at 113 Avenue and 112 Avenue or 82 Street, and should be developed to the satisfaction of the Transit, Transportation Management, Engineering and Planning Departments. Financing of this walkway will be assumed by the Engineering Department and connections to it from redevelopment sites shall be paid for by the developer.

A sidewalk shall be constructed between Jasper Avenue and the Stadium LRT Station on the west side of 84 Street. Construction shall occur as a component of the proposed high density residential area between 84 Street and the LRT tracks.

The high density mixed residential development proposed on the area west of the Stadium Road south of 112 Avenue should allow for direct pedestrian access to the Stadium LRT through the provision of a walkway on the site. This could either be



SCHEDULE D3

Transit and Circulation Proposals

Existing L.R.T. and Station

Existing bus routes

Existing park'n'ride site

in the form of an interior system, provided within a d redevelopment complex or by an exterior system. Weather protection is encouraged.

The draft Parkdale ARP proposes a walkway in connection with the 112 Avenue grade separation at the LRT tracks to allow for pedestrian access to the Station from the high density mixed residential area proposed in the Parkdale Plan north of 112 Avenue. This walkway proposal is endorsed in this Bylaw and shown on Schedule D2. All pedestrian linkages to the LRT Station shall be designed to the satisfaction of Edmonton Transit.

4.5.3 Pedestrian Routes

Pedestrian routes in the Plan Area, shown on Schedule D2, should be maintained for this purpose and upgraded as per the City Servicing Standards Manual should the need arise, as identified by the Engineering Department.

4.5.4 Access to Capital City Bikeway

An access point to the Capital City bikeway system is proposed at 82 Street and Jasper Avenue. A new City bikeway path is recommended on 82 Street to connect the City bikeway along 114 Avenue to the Capital City bikeway in the River Valley, as shown on Schedule D2.

SECTION 5 - POLICIES FOR PROPOSED UTILITIES AND OTHER SERVICES

5.1 General Intent of Policies for Proposed Utilities and Other Services

It is the intent of this Plan to ensure that municipal services, police, fire protection, sidewalks and telephone facilities are adequate to meet the needs of both the existing and proposed population. The land use policies of this Plan are intended to provide some guidelines with which to estimate population based on maximum densities proposed. This information should allow the Utilities Services Department to plan their programs accordingly.

5.2 Utility Policies

5.2.1 Introduction

The Plan Area is serviced by combined storm sanitary sewers. These sewers are currently operating at or below required capacities and are subject to periodic back up conditions which create basement and road flooding during periods of heavy rainfall. The Water and Sanitation Department intends to upgrade sewer capacities to the 5-year design storm level for existing land use conditions under the ongoing 22-year combined sewer relief program. These areas are presently scheduled for relief by 1995-2000. It is intended that redevelopment proposals shall meet the site-specific storm and sanitary servicing requirements to the satisfaction of the Utilities Services and Engineering Departments.

5.2.2 Financial Responsibility for Storm Sewers

The major impact of redevelopment will be to increase the storm runoff rates and volumes which will further overtax the already inadequate sewers. Therefore, to alleviate further pressures on the system, the Development Officer shall require any applicant for new development to arrange for the supply of the costs of installation and construction of any such utility or facility on the advice of the appropriate departments before a development application will be approved. This may include holding tanks and other zero-run-off increase techniques as requested by the Water and Sanitation and/or Utilities Services Departments.

5.2.3 Storm Water Management

Any new development will meet the servicing requirements, as per the City Servicing Standards Manual, for all public utilities required by the proposal. In particular, storm water management techniques will be required on redevelopment sites to limit the rate of storm water discharge to one-half inch per hour per acre of property.

SECTION 6 - PROPOSED RECREATIONAL AND SCHOOL FACILITIES POLICIES

6.1 Introduction

The general location for proposed parks, existing parks and school facilities in the Plan Area, are shown on Schedule E. This allocation of park space is intended to accommodate the existing population, as well as to accommodate future population growth resulting from higher density redevelopment.

6.2 General Intent of Proposed Recreational and School Facilities Policies

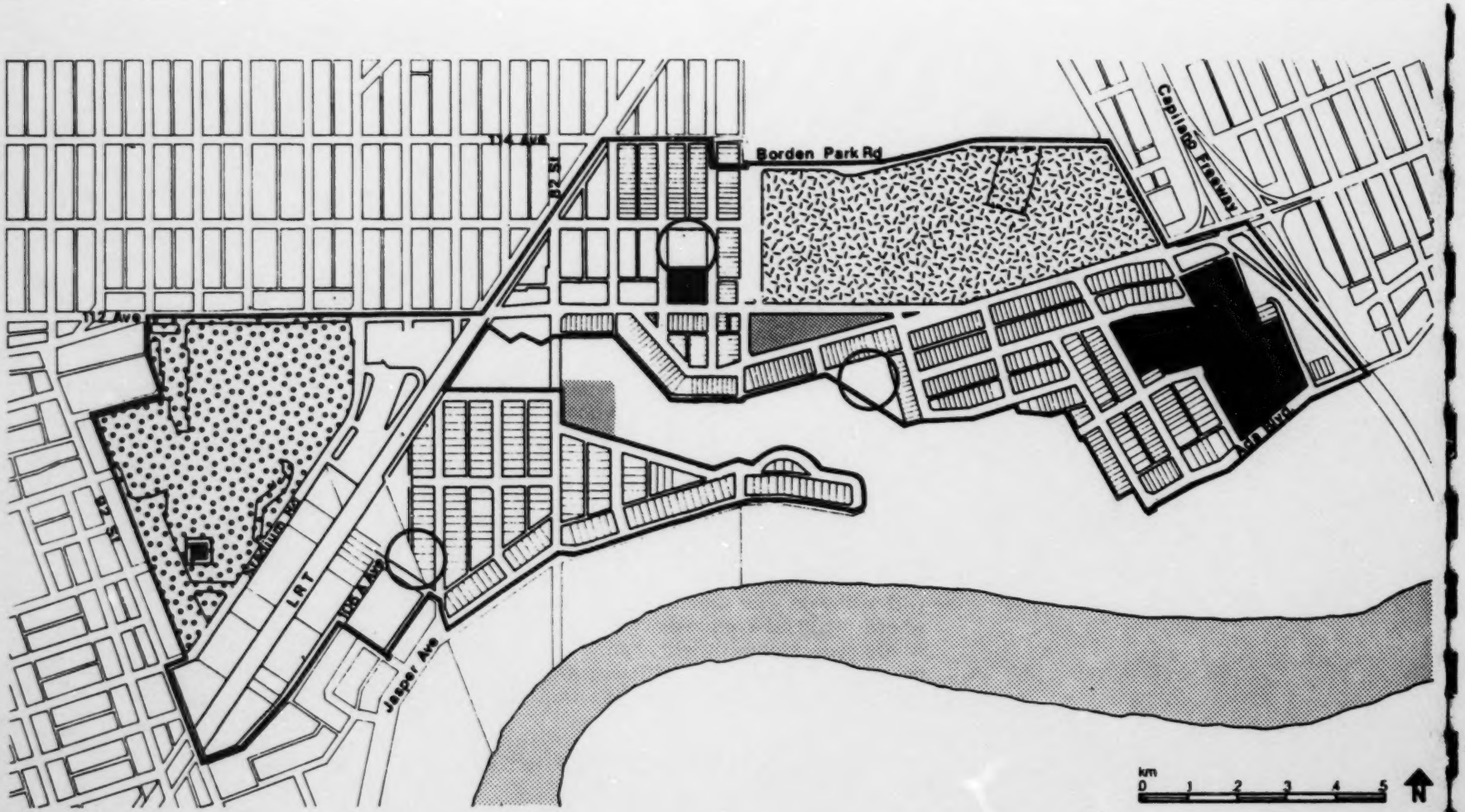
Existing park space and school facilities in the Plan Area should be maintained and improvements made where required. It is the intent of this Plan that the acquisition of park space should be undertaken as sufficient funds become available through the collection of the Redevelopment Levy.

6.2.1 Park Creation

Park space should be acquired by the Parks and Recreation Department within the general area identified on Schedule E. Park space is proposed in areas where facilities are presently not available to serve the immediate community and where redevelopment will significantly increase the population. A survey to determine the type of facilities provided in these proposed parks shall be required before its development to ensure that the needs and desires of the surrounding residents are addressed.

6.2.2 Cromdale and Virginia Park Schools

The upgrading of the Cromdale School grounds into a usable park space is encouraged through cooperation between the Edmonton Public School Board and the City of Edmonton by maintaining the grounds for public use. The continuation of the existing Joint Use Agreement affecting the off-school hours use of the site by the public shall be encouraged. Negotiations between the Public School Board, the Community and the Parks and Recreation Department to use Cromdale School for cultural, recreational or meeting purposes is recommended. further to the provisions of the existing Joint Use Agreement. The off-school hours use of the Virginia Park Elementary School grounds as a park space is similarly reaffirmed by this Plan.



SCHEDULE E
Public Development

- Major recreational facilities
- Existing parks (district)
- Existing parks (neighbourhood)
- Proposed open space developme
- Schools
- Farmers market

6.2.3 Borden Park

The use of Borden Park for park and recreation purposes is reaffirmed. No other uses other than those uses appropriate to a district park will be acceptable on the Park grounds.

6.2.3.1 General Development Plan

A Ten Year General Development Plan, to be administered by the Parks and Recreation Department, should be designed for Borden Park, which will outline improvements to be made to existing facilities, provision of new facilities and new programs.

6.2.3.2 West Parking Lot

The west parking lot located in Borden Park, presently a gravel lot, should be paved and parking stalls delineated for the use of Borden Park and Edmonton Northlands. This could be included in the Ten Year Development Plan for the Park. The use of this parking lot by Edmonton Northlands will continue to be subject to yearly negotiations between the City and the EXA.

6.2.4 Landscaped Edge

A landscaped edge should be provided between the CNR/LRT right-of-way and adjacent development which can be provided through private and/or public means. The Development Officer shall ensure that applications for new development along the CN/LRT right-of-way include a landscaped area on the portion of sites along the right-of-way, in order to improve the view from the LRT, and to provide some measure of privacy screening and increased visual amenity for residents and/or workers in such new development.

6.2.5 Existing Vegetation

Existing vegetation on both public and private properties in the Plan Area, especially mature trees, will be maintained subject to the advice of the Parks and Recreation Department and Development Officer.

6.2.6 Farmers' Market

The Farmers' Market, which has been operating out of the Clarke Stadium since 1980, is encouraged to continue operation on that site given that it provides an alternative source of produce and goods for area residents.

6.2.7 Eastern Star Lodge Property

It is proposed that, at the time the seniors' housing on this site is no longer needed, the property be redeveloped into a neighbourhood park servicing the Virginia Park community, and providing a usable park space directly abutting the River Valley.

6.3 Schools Policy

No additional school facilities shall be required in the Plan Area. Discussion with the Edmonton Public School Board will be carried out to determine the type and extent of playground improvements which can be made at the Virginia Park School.

SECTION 7 - RESERVE LAND POLICY

There are no reserve lands located within the Plan boundary.

SECTION 8 - REDEVELOPMENT LEVY POLICY

A Redevelopment Levy will be imposed for the purpose of acquiring land for recreation facilities or parks. No portion of the Redevelopment Levy shall be used to provide land for schools.

The lands which are to be acquired for parks purposes are identified in a general manner on Schedule E. The exact size and location of these parcels will be determined in consultation between the Parks and Recreation and Planning Departments and the affected property owners. Acquisition will involve negotiations between the Parks and Recreation and Real Estate and Housing Departments and the affected property owners. The types of facilities to be located in these proposed parks will be determined by the Parks and Recreation Department, and may involve a park needs survey and/or other methods of community input. New parks sites will be based on the increase in population in the area, which will result from the land use proposals of this Plan.

The Levy shall be charged on both commercial and residential development at the rates prescribed in the City's Redevelopment Levy Policy.

SECTION 9 - OTHER PROPOSALS

9.1 Historic Preservation Policy

It is the intent of this Plan to encourage the retention and preservation of historic structures and sites within the Plan Area.

The Cromdale Community League has applied to the Minister of Culture to have the Viewpoint area designated as a Provincial Historic Area under Section 20 of the Alberta Historical Resources Act. This designation will be dependent on a detailed survey of buildings as well as property owners in the area by Alberta Culture prior to provincial designation.

It is recommended that the City, through its Heritage Officer and City departments, monitor redevelopment occurring in the Plan Area in light of the historic merits inherent in some of the area's architecture. The Heritage Officer shall survey and evaluate potential heritage resources in the Plan Area, based upon uniform criteria, to establish an inventory of heritage resources.

Detailed architectural guidelines for redevelopment and structural additions to existing development shall be provided through the application of a Direct Development Control (DC1) District to the Viewpoint Sub-Area. The intent of these guidelines will be to ensure architectural compatibility and theme within this Sub-Area in order to support and enhance the historic elements in the area.

It is intended that the Development Officer shall take these guidelines into account, and consult with the Planning Department and the Heritage Officer, when reviewing applications within this Sub-Area.

9.2 Conformity With Superior Legislation

The Planning Act requires that Area Redevelopment Plans conform with superior planning legislation, including applicable Regional Plans, the General Municipal Plan and the City's Land Use Bylaw.

This Plan conforms with the applicable General Municipal Plan policies. These policies include:

- promotion of variety in housing types and tenures (in accordance with General Municipal Plan Policy 5.B.2 and Policy 13.A.6);

- actions to improve the quality of the residential environment, including traffic and parking management and park development (in accordance with General Municipal Plan Objective 8.D, Policy 8.D.1, and Policy 10.A.2);

- improvements of 118 Avenue commercial strip (in accordance with General Municipal Plan Objective 6.G and Policy 6.G.4);

- upgrading of industrial areas (in accordance with General Municipal Plan Objective 7.B).

Amendments to both the Edmonton Regional Plan and the City's Land Use Bylaw have been required prior to final approval of this Plan. The amendment to the Regional Plan consists of the redesignation of certain sites in Sub-Areas 2 and 4 from General Industrial to General Urban. A previous amendment was approved in July of 1980 in relation to the draft Stadium/Coliseum ARP in preparation at that time.

Amending Bylaw No. 6930 amends the Land Use Bylaw to ensure that the policies of this Plan conform to the districting in place within the Plan Area.

10.1 Implementation of Land Use Policies

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Reference
Sub-Area 1 Stadium West						
. To retain the major recreational facilities	. Redistricting of Sub-Area	. Planning	. 1983	. Approval by Council is required	. 3	. Section 11 of the Redevelopment Plan
. To permit high density residential development near the LRT Station in conjunction with transit and parking uses	. Redevelopment proposals will be evaluated with respect to this Plan's land use policies	. Planning	. Ongoing	. Approval by Development Officer is required	. 3	. Section 3.2 of the Redevelopment Plan
. To retain industrial uses, and where relocation of existing uses occurs, to encourage uses which provide a transition to nearby residential areas						
. To create additional non-accessory parking near the LRT Station	. A policy paper is to be prepared on locational guidelines and site identification for Park'n'Ride functions	. Real Estate and Housing . Engineering . Transit . Transportation Management	. 1983-84	. Approval by Council is required	. 3 initially, then 1 and 2 as facilities are constructed	. Section 3.2.5 of the Redevelopment Plan
Sub-Area 2 Stadium East						
. To provide for high density residential mixed use development with a small ancillary commercial component	. Redistricting of Sub-Area	. Planning	. 1983	. Approval by Council is required	. 3	. Section 11 of the Redevelopment Plan

*Note: A "captial budget" item implies a one-time or phased capital expenditure for a facility or program. An "operating budget" item implies an ongoing expenditure for staff or maintenance. An "administrative budget" item means an expenditure required as part of the ongoing responsibilities of a particular City Department.

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Reference
. To establish a transition of density decreasing from west to east						
. To develop a park site in conjunction with comprehensive redevelopment in the the Sub-Area	. Discussions will take place between the property owners and the City Administration in determining location, size and compensation	. Parks and Recreation with Planning and Real Estate and Housing	. Unknown. Dependent on timing of redevelopment of adjoining lands.	. Approval of Council is required	. 3 initially, then 1 and 2 as sites are acquired	. Section 3.3.4 of the Redevelopment Plan
Sub-Area 3 Viewpoint						
. To stabilize and retain the low density family-oriented character of the Sub-Area	. Redistricting of Sub-Area	. Planning and Parks and Recreation	. 1983	. Approval by Council is required	. 3	. Section 11 of the Redevelopment Plan
. Support retention of historic elements within Sub-Area	. An application to designate the area as a Provincial Historic Area has been made	. Cromdale Community League	. 1983	. Approval by Minister of Culture is required	. None	. Section 3.4.2 of the Redevelopment Plan . Section 20 of the Historical Resources Act of Alberta
. Ensure compatibility of the Sub-Area with the River Valley and Kinnaird Ravine	. Review redevelopment applications in accordance with applicable policies of this Plan	. Planning . Consultation with the Cromdale Community League	. Ongoing	. Approval by Development Officer is required	. 3	. Section 3.4.3 of the Redevelopment Plan
Sub-Area 4 Cromdale North						
. Provide for redevelopment of high density residential, with some areas having a commercial component	. Redistricting of Sub-Area	. Planning	. 1983	. Approval by Council is required	. 3	. Section 11 of the Redevelopment Plan

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Reference
. Achieve a transition of density, decreasing with distance from the Stadium LRT Station						
. To encourage the use of the Cromdale School site for parks or recreational uses	. Discussions will take place between the Edmonton Public School Board, various Departments of the Civic Administration, Alberta Culture and the Area Community Leagues to determine appropriate uses, timing and financing	. Parks and Recreation in conjunction with Planning, the Public School Board, Alberta Culture, and the Cromdale Community League	. 1983-84	. Approval of School Board is required . Major changes would require Council approval	. 3 initially, then 1 and 2 as uses are identified	. Section 3.5.3 of the Redevelopment Plan
. To encourage the retention and recycling of the Cromdale School building for cultural or other desirable functions	. Discussions will take place between the Edmonton Public School Board, various departments of the Civic Administration, Alberta Culture and the Area Community Leagues to determine appropriate uses, timing and financing	. Parks and Recreation in conjunction with Planning, the Public School Board, Alberta Culture, and the Cromdale Community League	. 1984	. Major changes would require Council approval	. 3 initially, then 1 and 2 as uses are identified	. Sections 3.5.3 and 6.2.2 of the Redevelopment Plan
. Uses of land by Edmonton Northlands for other than proposed land uses will require detailed evaluation to determine impact and suitability	. Redevelopment proposals will be examined with respect to this Plan's land use policies. A Plan amendment would be required if an application did not conform with the policies of this Plan	. Planning	. As required	. Approval by Council of both redistricting and Plan Amendment would be required	. 3	. Section 3.5.4 of the Redevelopment Plan

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Reference
Sub-Area 5 Cromdale South						
. To maintain and stabilize this area as a low to medium density residential area	. Redistricting of Sub-Area	. Planning	. 1983	. Approval by Council is required (reflects existing districting)	. 3	. Section 11 of the Redevelopment Plan
Sub-Area 6 Virginia Park						
. To maintain the area as a stable, low density family-oriented residential area	. Redistricting of Sub-Area	. Planning	. 1983	. Approval by Council is required	. 3	. Section 11 of the Redevelopment Plan
. To ensure that the redevelopment of the AHC site is compatible with surrounding existing development	. The proposal will be evaluated with respect to this Plan's policies	. AHC in conjunction with Planning	. Unknown	. Approval by Development Officer	. 3	. Section 3.7.2 of the Redevelopment Plan
. To limit the use of Borden Park to functions appropriate to a district park, and to limit Exhibition activities in the Park to those currently in the Exhibition Program	. Expansion of Exhibition activities beyond the presently approved expansion area will be subject to this Plan's policies and will require an amendment to this Plan	. Planning in consultation with Parks and Recreation, the Exhibition Association and the Borden Park Resident's Association	. As required	. Approval by Council of an amendment to this Plan	. 3	. Section 3.7.4 of the Redevelopment Plan
. To upgrade park facilities in Borden Park (washrooms, paving, etc.)	. To prepare a Ten Year Development Plan for Borden Park	. Parks and Recreation Department	. 1984-85	. Approval by Council is required	. 3	. Section 6.2.3 of the Redevelopment Plan

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Reference
. To ensure compatibility of this Sub-Area with the River Valley and Kinnaird Ravine	. Review of redevelopment applications in accordance with applicable policies of this Plan	. Planning and Parks and Recreation	. Ongoing	. Approval by Development Officer	. 3	. Section 3.7.4 of the Redevelopment Plan
. Redevelopment of the Eastern Star Lodge property as a neighbourhood park	. At the time the Eastern Star Lodge does not renew its lease and the site becomes available for parkland, negotiations will be undertaken between appropriate City departments	. Parks and Recreation in consultation with Planning and Real Estate and Housing	. At the initiation of the owners	. Approval by Council is required	. 3 initially, then 1 and 2 if site is developed as a park	. Sections 3.7.4 and 6.2.7 of the Redevelopment Plan

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Resources
Roadways						
. Widening of 112 Avenue to six lanes . Widening of 82 Street to six lanes between 112 and 114 Avenues, and four lanes between 114 and 125 Avenues	. Most land required is City-owned or has been acquired . A Functional Planning Study addressing the operational and community impact considerations must be completed . Mapping of improvements is indicated in the Ten Year Roadway Plan. Council approval is required prior to implementation.	. Transportation Management to finalize approvals and prepare required reports. Real Estate and Housing is responsible for land acquisition.	. To be determined by TMD . To be determined by TMD . Will be determined in Ten-Year Roadway Plan, tentatively scheduled for completion in mid-1983.	. Approval by Council of Functional Planning Study	. 1, 2 and 3	. Section 4.2.3 of the Redevelopment Plan
. Intersection improvement at 82 Street and 112 Avenue . Closure of 113 Avenue at 82 Street	. Contingent on construction of approved Ormana Development on northeast corner of intersection . Contingent on traffic demand	. Transportation Management. Engineering for construction phase.	. Can proceed when Ormana project goes ahead . May occur sooner if required	. Approval of development permit by Development Officer for Ormana site . Transportation Management Department can initiate improvement	. 1 and 2	. Section 4.2.6 of the Redevelopment Plan
Parking						
. Conduct a traffic and parking study within the area affected by Edmonton Northlands parking (may go beyond Plan boundaries)	. Establish a steering/review committee consisting of City staff . Hire a consultant to undertake the study . Implement recommendations where feasible	. Transportation Management . Planning . Engineering . Police	. 1983-84	. Approval of Council is required to implement any recommendations which may be made	. 1 and 3	. Section 4.3.4 of the Redevelopment Plan
. Construct a Park'n'Ride parkade as a component of mixed use development on City-owned land in Sub-Area 1	. Establish how the project is to take place . Policy paper on locational guidelines and site identification for Park'n'Ride functions	. Transportation Management, Planning, Real Estate and Housing and Transit	. 1983-86	. Approval of policy paper by Council is required . Council's endorsement of project management is desirable	. 3	. Section 4.3.4 of the Redevelopment Plan

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Reference
Transit						
. Conudct a periodic review of transit facilities, scheduling and service	. Ongoing	. Transit, Transportation Management, Planning and community groups.	. Ongoing (annually, or as required)	. None	. 3	. Section 4.4.2 of the Redevelopment Plan
Pedestrian Routes/Bikeways						
. Pedestrian overpass over 112 Avenue at LRT line, in conjunction with grade separation of 112 Avenue and LRT line	. Contingent on construction of 112 Avenue/82 Street roadway improvements	. Transportation Management . Engineering	. To be determined by TMD	. Council approval is required	. 1	. Section 4.5.2 of the Redevelopment Plan
. Pedestrian linkage from Ormana site to LRT Station	. Contingent on construction of Ormana development	. Engineering . Planning	. When Ormana project proceeds	. Approval by Development Officer	. None	. Section 4.5.2 of the Redevelopment Plan
. Bikeway access point to the Capital City bikeway system at 82 Street and Jasper Avenue	. Construct access to link existing bikeways	. Parks and Recreation	. After the River Valley A.R.P. has been finalized	. Council budgetary approval required	. 1	. Section 4.5.4 of the Redevelopment Plan
. Pedestrian linkage to LRT Station from 84 Street	. Negotiations between various Civic departments	. Planning . Transit . Engineering . Parks and Recreation	. 1983-85	. Consensus among departments	. 1	. Section 4.5.2 of the Redevelopment Plan

10.3 Implementation of Policies for Proposed Utilities and Other Services

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Reference
Utility Proposals						
. To ensure that the capacities of the utilities infrastructure is developed to adequately meet additional demand created by redevelopment in the Plan Area	. Power, gas, telephones, utilities, cable and water/sanitary systems shall be monitored and upgraded if necessary	. Water and Sanitation . 'edmonton telephones' . Edmonton Power . QCTV . Capital City TV . Edmonton Utilities . Northwestern Utilities	. Ongoing	. N/A	. 3	. Section 5 of the Redevelopment Plan

10.4 Implementation of Proposed Recreational and School Facilities Policies

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Reference
Parks						
. Establishment of a small park near the Stadium LRT Station on the west side of 84 Street in conjunction with redevelopment	. Liaison between the owner/developers and the Parks and Recreation and Planning Departments to determine site size location and compensation	. Planning . Parks and Recreation	. At the time of a redevelop-ment proposal on the site	. Approval of Council is required	. 3 initially, then 1 and 2 as use is determined and implemented	. Section 6.2.1 of the Redevelopment Plan
. Renovation of facilities in Borden Park	. Preparation of a Ten Year Development Plan for Borden Park and negotiation with EXA regarding its future need and plans for the Park	. Parks and Recreation in consultation with Planning and the EXA	. 1983-86	. Approval of Council is required	. 1	. Section 6.2.3 of the Redevelopment Plan
. Use of a portion of the closed Cromdale School grounds as park space	. Negotiation with the Public School Board to determine use and responsibility for improvements	. Parks and Recreation, Planning and the Public School Board	. 1983-86	. Approval of School Board is required	. 3 initially, then 1 and 2 as use is determined and implemented	. Section 3.5.3 and 6.2.2 of the Redevelopment Plan
Schools						
. No new school facilities are proposed	. None	. None	. N/A	. None	. None	. Section 6.3 of the Redevelopment Plan
. Use of a portion of the Virginia Park Elementary School site as park space	. Negotiation with the Public School Board to determine use and responsibility for improvements	. Parks and Recreation, Planning and the Public School Board	. 1983-86	. Approval of School Board is required	. 3	. Section 3.7.4

10.5 Implementation of Other Proposals

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Reference
Redevelopment Levy						
. A Redevelopment Levy will be imposed for the purpose of acquisition of lands for recreational facilities and/or parks	. Council approval of this Plan . Finalization of a City-wide Redevelopment Levy Policy to determine amount	. Council . Planning will prepare documentation . Land Use Control (Bylaw Enforcement) will apply levy . Consultation with Parks and Recreation	. will be imposed upon approval of this Plan	. Approval of Council is required	. 3	. Section 8 of the Redevelopment Plan
Historic Preservation						
. To promote the preservation sites and areas considered to have historic significance and at the same time to ensure their economic viability as much as possible	. Appropriate review of development applications . Liaison between Planning and Alberta Culture and the Cromdale Community League during the process of consideration of application of historic designation of the Viewpoint Sub-Area	. Planning . Planning . Alberta Culture . Cromdale Community League	. Ongoing . 1983-84	. Approval by Development Officer required . Approval by Minister of Culture is required to apply Historic Designation . None municipally	. 3 . 3	. Section 9 of the Redevelopment Plan . Section 9 of the Redevelopment Plan . Section 20 of the Historical Resources Act of Alberta
Regional Plan Amendment						
. Conformity with Edmonton Regional Plan-Metropolitan Part	. The Regional Plan must be amended from General Industrial to General Urban for several sites in Sub-Areas 2 and 4. A prior amendment to the Regional Plan for other sites in this area was approved in July 1980.	. Planning in conjunction with Regional Planning Commission	. Is required prior to third reading of the bylaw which adopts this Plan (1983)	. The request for the amendment must come from City Council . Approval by Regional Planning Commission is required	. Unknown	. See Background Paper for list of specific sites requiring amendment . Section 54(2) Planning Act R.S.A. 1980

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Reference
Land Use Bylaw Amendment						
• Conformity with City Land Use Bylaw No. 5996 (as amended)	• An amending bylaw to the Land Use Bylaw must be approved	• Planning	• Prior to final approval (third reading) of the ARP Bylaw (1983)	• Council approval of amending Bylaw No. 6930 is required	• 3	• Bylaw No. 6930 • Section 9.2 of the Redevelopment Plan

SECTION 11 - LAND USE REGULATIONS

11.1 Introduction

Area Redevelopment Plans (ARPs) are not empowered by the Planning Act to propose changes to land use districting within the Plan Area. Land use districting can only be applied through the City's Land Use Bylaw No. 5996. Specific districting for lands within ARPs can be imposed through an amendment to the Land Use Bylaw, known as a Statutory Plan Overlay (SPO). An SPO (Section 820 of the Land Use Bylaw) can be used to create new districts similar to standard districts in the Land Use Bylaw, or to design regulations for mixed use districts (RMX or CMX) as set out in Sections 240 and 370 respectively, in the Land Use Bylaw.

In the Stadium Station ARP, no new districts similar to standard districts are proposed, and no RMX or CMX districts are recommended. As a result, the SPO for the Stadium Station ARP will consist of only a map showing districting which has been updated to ensure that the policies proposed within this Plan are in conformity with the Land Use Bylaw. This is required through Section 67(a) of the Planning Act. This SPO is contained in Section 820J of the Land Use Bylaw.

There are four Direct Development Control Districts proposed for the Plan Area. Three of these would be implemented upon approval of this Plan, and the fourth is proposed to replace an existing DC2 District if no extension is applied for by the owners. Since Section 820.3(a) of the Land Use Bylaw specifically prohibits using an SPO in conjunction with a Direct Development Control District, the proposed regulations for these four districts must appear in this Section of the ARP.

The reader is advised to always refer to the City of Edmonton Land Use Bylaw No. 5996, as amended, when attempting to obtain information concerning the districting of land within the Plan Area. It is possible that some districting amendments could be made to the Land Use Bylaw from time to time which would not necessitate an amendment to this ARP. As a result, up-to-date districting information should be obtained from the Land Use Bylaw. Other planning legislation affecting the Plan Area which may be of interest would include the Edmonton Regional Plan-Metropolitan Part, the City of Edmonton General Municipal Plan and the City of Edmonton Transportation Bylaw.

The following is a list of districts which will be imposed in the Stadium Station Area through an amendment to the Land Use Bylaw.

11.2 RF1 - Single Detached Residential District (Section 110, Land Use Bylaw)

11.2.1 Area of Application

Portions of Sub-Area 6, located between 78 Street and the Capilano Freeway, and portions of Sub-Area 5, located between 80 and 78 Streets, designated RF1 in Bylaw 6930, amending the Land Use Bylaw.

11.2.2 Rationale

It is the intent of this Plan to provide a district primarily for single detached housing, to achieve the intent of Sections 3.7 and 3.6 of this Plan.

11.3 RF3 - Low Density Redevelopment District (Section 140, Land Use Bylaw)

11.3.1 Area of Application

Portions of Sub-Area 6, located between 75 and 75A Streets, designated RF3 in Bylaw 6930, amending the Land Use Bylaw.

11.3.2 Rationale

It is the intent of this Plan to provide a district primarily for single detached and semi-detached housing while allowing small-scale conversion and infill redevelopment in order to achieve the intent of Section 3.7 of this Plan.

11.4 RA7 - Low Rise Apartment District (Section 210, Land Use Bylaw)

11.4.1 Area of Application

Portions of Sub-Area 2, located between 82 and 83 Streets north of Jasper Avenue, Sub-Area 4, located between 78 and 80 Streets north of 112 Avenue, and Sub-Area 6 between 73 and 75A Streets between 110 and 112 Avenues, designated RA7 in Bylaw 6930, amending the Land Use Bylaw.

11.4.2 Rationale

It is the intent of this Plan to provide a district for low rise apartments in order to achieve the intent of Sections 3.3, 3.5, 3.6 and 3.7 of this Plan.

11.5 RA8 - Medium Rise Apartment District (Section 220, Land Use Bylaw)

11.5.1 Area of Application

Portions of Sub-Area 2, between 82 and 84 Streets north of Jasper Avenue and Sub-Area 3, between 80 and 81 Streets north of 113 Avenue, designated RA8 in Bylaw 6930, amending the Land Use Bylaw.

11.5.2 Rationale

It is the intent of this Plan to provide a district for medium rise apartments in order to achieve the intent of Sections 3.3 and 3.4 of this Plan.

11.6 RA9 - High Rise Apartment District (Section 230, Land Use Bylaw)

11.6.1 Area of Application

Portions of Sub-Area 2, between 82 and 84 Streets north of Jasper Avenue and Sub-Area 3, between 81 Street and the LRT right-of-way, north of 113 Avenue, designated RA9 in Bylaw 6930, amending the Land Use Bylaw.

11.6.2 Rationale

It is the intent of this Plan to provide a district for high rise apartments in order to achieve the intent of Sections 3.3 and 3.4 of this Plan.

11.7 CNC - Neighbourhood Convenience Commercial District (Section 310, Land Use Bylaw)

11.7.1 Area of Application

Portions of Sub-Area 2 between 82 and 83 Streets north of Jasper Avenue, Sub-Area 5 between 78 and 79 Streets south of 112 Avenue and Sub-Area 6 between 75 and 76 Streets south of 112 Avenue, designated CNC in Bylaw 6930, amending the Land Use Bylaw.

11.7.2 Rationale

It is the intent of this Plan to establish a district for convenience commercial and personal service uses which are intended to serve the day-to-day needs of residents in order to achieve the intent of Sections 3.3, 3.6 and 3.7 of this Plan.

11.8 CSC - Shopping Centre District (Section 320, Land Use Bylaw)

11.8.1 Area of Application

Portions of Sub-Area 4 between the LRT right-of-way, 82 Street and 112 Avenue, designated CSC in Bylaw 6930, amending the Land Use Bylaw.

11.8.2 Rationale

To establish a district which is a translation of the existing DC3(C2-A) district in order to recognize the existing uses on the site in order to achieve the intent of Section 3.5 of this Plan.

11.9 CB1 - Low Intensity Business District (Section 330, Land Use Bylaw)

11.9.1 Area of Application

Portions of Sub-Area 5, between 80 and 82 Streets south of 112 Avenue, and Sub-Area 6, between the Capilano Freeway and 73 Street, south of 112 Avenue, designated CB1 in Bylaw 6930, amending the Land Use Bylaw.

11.9.2 Rationale

It is the intent of this Plan to provide a district for low intensity commercial, office and service uses located along arterial roads that border residential areas, in order to achieve the intent of Sections 3.6 and 3.7 of this Plan.

11.10 IB - Industrial Business District (Section 410, Land Use Bylaw)

11.10.1 Area of Application

Portions of Sub-Area 1, between Stadium Road and 106A Avenue east of 92 Street, designated IB in Bylaw 6930, amending the Land Use Bylaw.

11.10.2 Rationale

It is the intent of this Plan to provide a district for industrial businesses which carry out their operations such that no nuisance factor is created or apparent outside an enclosed building and such that the district is compatible with adjacent non-industrial districts, in order to achieve the intent of Section 3.2 of this Plan.

11.11 IM - Medium Industrial District (Section 420, Land Use Bylaw)

11.11.1 Area of Application

Portions of Sub-Area 1, between Stadium Road and Jasper Avenue, west of 85 Street, designated IM in Bylaw 6930, amending the Land Use Bylaw.

11.11.2 Rationale

It is the intent of this Plan to establish a district for those manufacturing, processing, assembly, distribution, service and repair uses which carry out a portion of their operation outdoors or require outdoor storage areas, in order to achieve the intent of Section 3.2 of this Plan.

11.12 IH - Heavy Industrial District (Section 430, Land Use Bylaw)

11.12.1 Area of Application

Portions of Sub-Area 1, between Stadium Road and the LRT right-of-way, east of 92 Street, designated IH in Bylaw 6930, amending the Land Use Bylaw.

11.12.2 Rationale

It is the intent of this Plan to provide a district for those industrial uses that may have detrimental effects on other districts due to appearance, noise, odour, emission of toxic wastes, or fire and explosive hazards, in order to achieve the intent of Section 3.2 of this Plan.

11.13 US - Urban Services District (Section 510, Land Use Bylaw)

11.13.1 Area of Application

Portions of Sub-Area 1, between 92 Street, Stadium Road and 112 Avenue, Sub-Area 2 at the north east corner of 84 Street and 110 Avenue, Sub-Area 4, between 113 and 114 Avenues on 81 Street between 113 and 114 Avenues on 79 Street and between 112 and 113 Avenues between 79 and 80 Streets, and Sub-Area 6 between Ada Boulevard and 112 Avenue, between 71 and 74 Streets, designated US in Bylaw 6930, amending the Land Use Bylaw.

11.13.2 Rationale

It is the intent of this Plan to provide a district for publicly and privately owned facilities of an institutional or community service nature, in order to achieve the intent of Sections 3.2, 3.3 and 3.5 of this Plan.

11.14 AP - Public Parks District (Section 530, Land Use Bylaw)

11.14.1 Area of Application

Portions of Sub-Area 6, between 73 and 78 Streets north of 112 Avenue, between 112 Avenue and 112 Avenue South, east of 78 Street, and between 109 and 111 Avenues east of 74 Street, designated AP in Bylaw 6930 amending the Land Use Bylaw.

11.14.2 Rationale

It is the intent of this Plan to provide an area of public land for active and passive recreational uses and landscaped buffers, in order to achieve the intent of Section 3.7 of this Plan.

11.15 DC1 (Area 1) - Stadium West Direct Development Control District (Section 710, Land Use Bylaw)

11.15.1 Area of Application

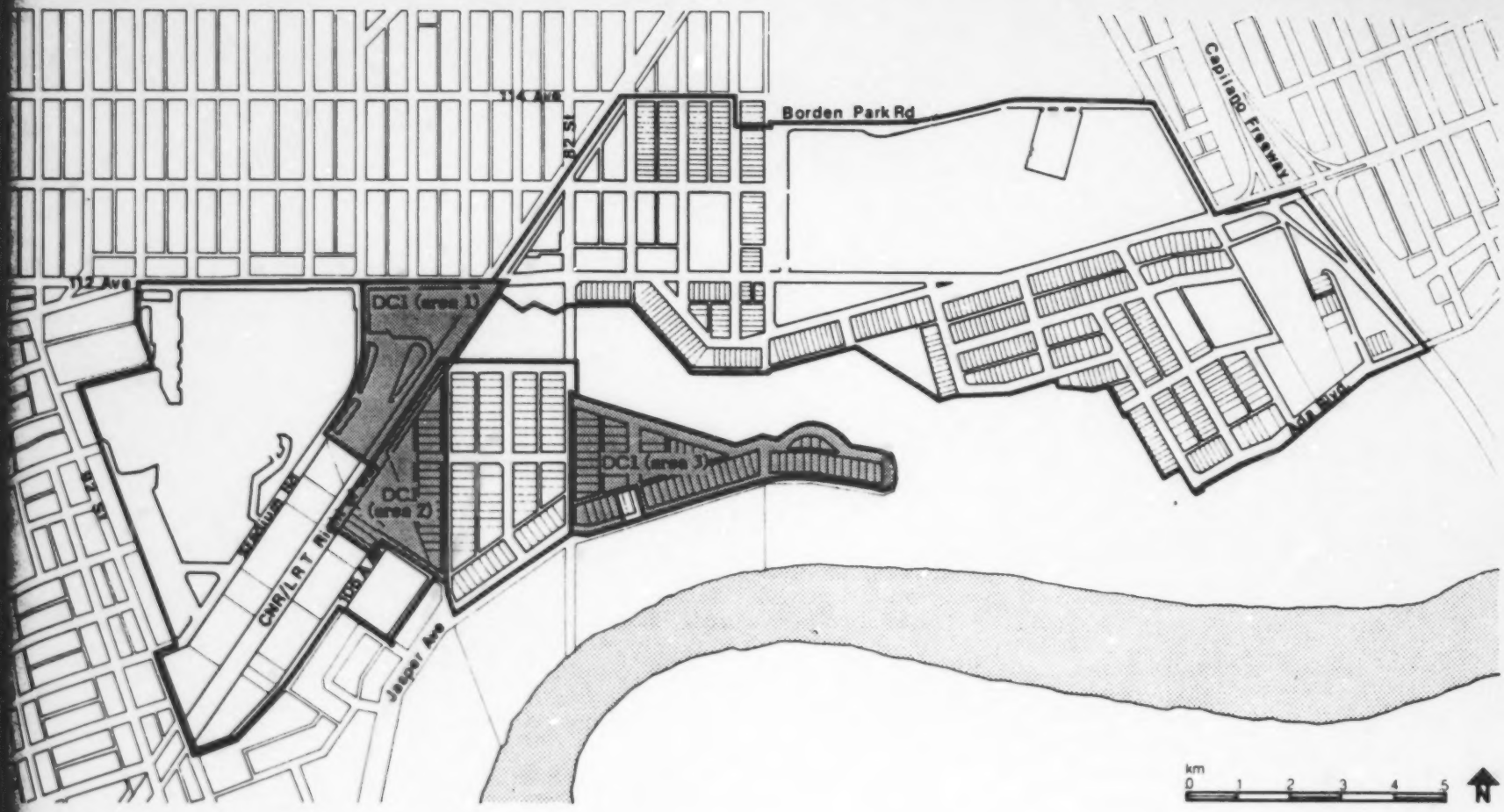
Portions of Sub-Area 1, between Stadium Road and the LRT right-of-way, south of 112 Avenue, designated DC1 (Area 1) in Bylaw 6930, amending the Land Use Bylaw.

11.15.2 Rationale

To provide a district for the sensitive integration of high density residential uses, Park'n'Ride facilities, major event parking and bus transfer facilities. The district is intended to take advantage of the area's close proximity to the Stadium Light Rail Transit Station, and to promote use of the Light Rail Transit system. The District also includes design criteria and features to promote a high quality residential environment.

11.15.3 Uses

The following uses are prescribed for lands designated DC1 (Area 1) pursuant to Section 710.3 of the Land Use Bylaw:



SCHEDULE F

Proposed Direct Development Control Districts

DC1 (area 1)	Stadium West direct development control district
DC1 (area 2)	Stadium East direct development control district
DC1 (area 3)	Viewpoint direct development control district

11.15.3.1 Apartment Housing

11.15.3.2 Amusement Establishments, Indoors

11.15.3.3 Business Support Services

11.15.3.4 Community Recreational Services

11.15.3.5 Daytime Child Care Services

11.15.3.6 Eating and Drinking Establishments, Major

11.15.3.7 Eating and Drinking Establishments, Minor

11.15.3.8 Health Services

11.15.3.9 Indoor Participant Recreation Services

11.15.3.10 Parking, Non-Accessory

11.15.3.11 Personal Service Shops

11.15.3.12 Professional, Financial and Office Support Services

11.15.3.13 Public Park

11.15.3.14 Retail Stores. Convenience

11.15.3.15 Retail Stores, General

11.15.3.16 Spectator Entertainment Establishments

11.15.3.17 Uses which conform to the objectives of Section 3.2 of the Stadium Station ARP and the rationale of this District.

11.15.4 Development Criteria

The following development criteria shall apply to the prescribed uses pursuant to Section 710.4 of the Land Use Bylaw:

11.15.4.1 The maximum floor area ratio shall be 4.5.

11.15.4.2 Of the total maximum floor area ratio, a total floor area ratio of 1.5 may be used for non-residential use classes. Such uses shall be limited to the lowest two floors above grade, with those of a general retail or service nature located on the ground floor, and office space on the second floor. This does not preclude residential development from the lowest two floors above grade. This clause does not apply to Non-Accessory Parking.

11.15.4.3 The maximum building height shall not exceed 45 m (147.6 ft.) or 15 storeys, except as modified by 11.15.4.8.

11.15.4.4 The maximum residential density shall not exceed 500 dwellings/ha (202.4 dwellings/acre).

11.15.4.5 The minimum yard requirements shall be as follows:

(a) minimum front yard - 6 m (19.7 ft.)
(b) minimum rear yard - 7.5 m (24.6 ft.)
(c) minimum side yard - 7.5 m (24.6 ft.)
(d) In this district, the front yard is deemed to be that yardage abutting 112 Avenue. The rear yard is deemed to be that yardage abutting the LRT right-of-way.

11.15.4.6 A minimum Amenity Area of 7.5 sq. m (80.76 sq. ft.) per dwelling shall be provided in accordance with Section 56 of the Land Use Bylaw.

11.15.4.7 Required off-street parking shall be provided in accordance with Section 66 of the Land Use Bylaw. Parking for off-site Spectator Sports Establishments and for Park'n'Ride facilities shall be provided within a parkade structure only. Surface parking for non-accessory uses shall not be permitted in this District.

11.15.4.8 Specific regulations applicable to the proposed Parkade are as follows:

(i) The Parkade shall be used for Park'n'Ride and for Spectator Sports Establishment parking only, except as stipulated in 11.15.4.18.(iii).

(ii) the Parkade shall be designed in a way which minimizes conflict with traffic turning movements at the Stadium Road/112 Avenue intersection. Access to the parkade shall not be from 112 Avenue. given the potential grade separation required for 112 Avenue at the CN/LRT line.

(iii) Parking which is accessory to residential or commercial uses in this District may be located in the Parkade, provided that access to those spaces is completely separated from the non-accessory parking function and those accessory spaces are not available to Park'n'Ride or major facility users. Parking which is accessory to uses in this District shall be underground if integrated with the Parkade.

(iv) The Parkade should be designed to contain non-accessory parking for approximately 600 cars. The number of full above-grade levels should be not less than two, nor greater than six, accommodating between 100 and 200 cars per level.

(v) The Parkade should be designed in a way which integrates its other uses on the site, such as the bus parking facility presently situated in the south portion of this District. Exterior walls of the parkade visible from adjacent streets should be clad in materials compatible with that used in other on-site development. Construction of the Parkade should not occur until a site plan for the entirety of this District has been approved by the Development Officer.

11.15.4.9 Offices-in-the-Home shall be developed in accordance with Section 84 of the Land Use Bylaw.

11.15.4.10 Homecrafts shall be developed in accordance with Section 85 of the Land Use Bylaw.

11.15.4.11 Buildings within this District containing residential and commercial uses should be designed so that some commercial uses on the lower two levels above grade (if any) are oriented towards the Stadium Road frontage (front yard). Such buildings should be designed to have direct access from this frontage, as well as access from an interior mall if desired. Such buildings should also have direct weather-protected pedestrian access to the Stadium LRT Station.

11.15.4.12 The present bus transfer facility should be maintained on the southern portion of the District, and may be integrated with the other development proposed for the site.

11.15.4.13 Service access and loading requirements shall conform to the regulations of Section 65 of the Land Use Bylaw.

11.15.4.14 Daytime Child Care Services shall be developed in accordance with Section 93 of the Land Use Bylaw.

11.16 DC1 (Area 2) - Stadium East Direct Development Control District (Section 710, Land Use Bylaw)

11.16.1 Area of Application

A portion of Sub-Area 2, between 84 Street and the LRT right-of-way, north of 85 Street, designated DC1 (Area 2) in Bylaw 6930, amending the Land Use Bylaw.

11.16.2 Rationale

To provide a District for high density mixed use residential/commercial development consisting of one or more high-rise structures, which may incorporate medium or low-rise components.

Office and commercial uses would occur only on the at grade and second floor levels.

The District is intended to permit development which incorporates direct access to the Stadium LRT Station site, and maximizes convenience of access to and integration of the structures with the Station site. The District is also to contain a small park site which shall be developed at the time of construction of mixed use development in the District. These land uses will serve to achieve the intent of Section 3.3 of this Plan.

11.16.3 Uses

The following uses are prescribed for lands designated DC1 (Area 2), pursuant to Section 710.3 of the Land Use Bylaw:

11.16.3.1 Apartment Housing

11.16.3.2 Row Housing

11.16.3.3 Stacked Row Housing

11.16.3.4 Apartment Hotels

11.16.3.5 Homecrafts

11.16.3.6 Offices-in-the-Home

11.16.3.7 Eating and Drinking Establishments, Minor

11.16.3.8 Health Services

11.16.3.9 Personal Services Shops

11.16.3.10 Professional, Financial and Office Support Services

11.16.3.11 Convenience Retail Stores

11.16.3.12 Warehouse Sales, where existing on the date of passage of this Bylaw

11.16.3.13 General Industrial Uses, where existing on the date of passage of this Bylaw

11.16.3.14 Temporary Storage, where existing on the date of passage of this Bylaw

11.16.3.15 Community Recreation Services

11.16.3.16 Daytime Child Care Services

11.16.3.17 Indoor Participant Recreation Services

11.16.3.18 Public Libraries and Cultural Exhibits

11.16.3.19 Public Park

11.16.3.20 Spectator Entertainment Establishments

11.16.4 Development Criteria

The following development criteria shall apply to the prescribed uses pursuant to Section 710.4 of the Land Use Bylaw:

11.16.4.1 The maximum total floor area ratio shall be 4.5.

11.16.4.2 Of the total maximum floor area ratio, a total floor area ratio of 0.75 may be used for non-residential use classes. Such non-residential uses shall be limited to the at-grade floor only.

11.16.4.3 The maximum building height shall be 45 m (147.6 ft.) or 15 storeys.

11.16.4.4 The maximum total residential density shall be 500 dwellings/ha (202.4 dwellings/acre).

11.16.4.5 The minimum yard requirements shall be follows:

(a) minimum front yard - 6 m (19.7 ft.)
(b) minimum rear yard - 7.5 m (24.6 ft.)
(c) minimum side yard - 7.5 m (24.6 ft.)
(d) In this district the front yard is deemed to be that yardage abutting 84 Street. The rear yard is deemed to be that yardage abutting the LRT right-of-way.

11.16.4.6 A minimum Amenity Area of 7.5 sq. m (80.76 sq. ft.) per dwelling shall be provided in accordance with Section 56 of the Land Use Bylaw.

11.16.4.7 Required off-street parking shall be provided in accordance with Section 66 of the Land Use Bylaw.

11.16.4.8 Offices-in-the-Home shall be developed in accordance with Section 84 of the Land Use Bylaw.

11.16.4.9 Homecrafts shall be developed in accordance with Section 85 of the Land Use Bylaw.

11.16.4.10 Daytime Child Care Services shall be developed in accordance with Section 93 of the Land Use Bylaw.

11.16.4.11 Redevelopment within this District shall incorporate a direct pedestrian path which connects the development with the Stadium LRT Station. The path may be open or enclosed. If open, appropriate landscaping and vegetation shall be used to increase the visual amenity of these paths and provide some measure of weather protection.

11.16.4.12 Where residential development is located directly adjacent to industrial lands or to the CN/LRT right-of-way, appropriate landscaping and screening shall be provided within the required setback areas in order to enhance the visual amenities on-site. This regulation does not apply to parking structure components of residential development.

11.16.4.13 A small public park space shall be developed within the District as a component of the overall comprehensive development. This park shall not be considered to be part of the Amenity Area of residential development in the District, and shall be fully accessible to residents of adjacent blocks to the east. The specific size and location of the proposed park shall be determined through negotiations between the Parks and Recreation and Planning Departments and the affected property owners. Park features and design will be established by the Parks and Recreation Department with community input. The preferred location for this park would be on the southern portion of the District, as shown on Schedule E of this Plan.

11.16.4.14 Service access and loading requirements shall conform to the regulations of Section 65 of the Land Use Bylaw.

11.16.4.15 An application for a Development Permit within this District shall be accompanied by an information report as outlined in Section 710.5(1) of the Land Use Bylaw. Specifically, this report shall include a site plan at a scale of 1:500 or greater which illustrates the details of proposed construction, including siting of all structures, pedestrian paths, pedestrian and vehicular access points, landscaping and architectural information (i.e. cladding materials) and related information as required in Section 720.5(3) of the Land Use Bylaw. The report shall also provide detailed information on the phasing of construction (if any).

11.17 DC1 (Area 3) - Viewpoint Direct Development Control District (Section 710, Land Use Bylaw)

11.17.1 Area of Application

All of Sub-Area 3, east of 82 Street between 111 and Jasper Avenue, designated DC1 (Area 3) in Bylaw 6930, amending the Land Use Bylaw.

11.17.2 Rationale

It is the intent of this Plan to provide a district to preserve and protect the low density family-oriented housing function the area serves, and to recognize and protect the heritage resources and low density family-oriented residential functions which exist in this Sub-Area, to recognize the unique geography of the Viewpoint community, and to provide guidelines to stabilize and protect the character of this neighbourhood, in order to achieve the intent of Section 3.4 of this Plan. To accomplish this last objective, guidelines are set forward in this District which will control the design of new development and additions to existing development in a manner that ensures common design elements and building materials are utilized throughout the area.

11.17.3 Uses

The following uses are prescribed for lands designated DC1 (Area 3) pursuant to Section 710.3 of the Land Use Bylaw:

11.17.3.1 Single detached housing.

11.17.3.2 Duplex Housing where existing on the date of passage of this Bylaw.

11.17.3.3 Semi-detached Housing where existing on the date of passage of this Bylaw.

11.17.3.4 Conversions of Single-detached housing to not more than four dwelling units, where existing on the date of passage of this Bylaw.

11.17.3.5 Homecrafts

11.17.3.6 Offices-in-the-Home

11.17.4 Development Criteria

The following development criteria shall apply to the prescribed uses pursuant to Section 710.4 of the Land Use Bylaw:

11.17.4.1 The maximum total site coverage shall not exceed 50%, with a maximum of 35% for a principal building and a maximum of 15% for accessory buildings. Where a garage is attached to or designed as an integral part of a dwelling, the maximum for the principal building shall be 50%.

11.17.4.2 Separation space shall be provided in accordance with Section 58 of the Land Use Bylaw.

11.17.4.3 Off-street parking shall be provided in accordance with Section 66 of the Land Use Bylaw.

11.17.4.4 Offices-in-the-Home shall be developed in accordance with Section 84 of the Land Use Bylaw.

11.17.4.5 Homecrafts shall be developed in accordance with Section 85 of the Land Use Bylaw.

11.17.4.6 Architectural treatment of new construction and additions to existing development shall reflect the character and proportions of existing pre-1940 structures in the District, which may be achieved by:

(i) ensuring the individuality of the dwelling or structure through design, location and proportions of entrances and windows, such that the building's exterior is reminiscent of existing pre-1940 structures in the district. Examples of such treatment would include double-hung windows constructed of wood rather than sliding aluminum windows, and the front entrance door being centrally located on the facade. The ratio of height to width for windows other than bay or living room windows should be between 2:1 and 3:1.

(ii) ensuring that floor plan layouts are reminiscent of pre-1940 structures in the area through the inclusion of central entrance hallways, separate living and dining rooms and two-storey designs. Split level and ranch layouts are discouraged.

(iii) ensuring that elements common to the residential architecture of the district are emphasized through the inclusion of features such as:

- dormers and bay windows
- pitch and gambrel roofs and gables
- porches and verandas

- details of cornices and lintels
- wood shingles
- brick or narrow horizontal clapboard as prominent exterior finishes.

11.17.4.7 Renovation of existing structures shall retain the original architectural elements and proportions of the structure, including the elements outlined in Section 11.17.4.6 of this Plan.

11.17.4.10 When reviewing development applications, the Development Officer shall have regard for the requirements of Sections 11.17.4.6 and 11.17.4.7 in particular, and he shall review such applications with the City's Heritage Officer.

11.17.4.11 The minimum site and yard requirements shall be in accordance with the provisions of Section 140.4, Clauses (6) to (8), of the Land Use Bylaw. Notwithstanding this, the Development Officer may, at his discretion, reduce the minimum yard requirements further where one or more adjacent properties exhibit similar variations from the RF3 District regulations (Section 140, Land Use Bylaw), providing this creates no adverse impact on these properties, in accordance with Section 51.2 of the Land Use Bylaw.

11.18 DC2 - Comprehensively Planned Development District (Section 720, Land Use Bylaw)

11.18.1 Area of Application

Portions of Sub-Area 4. between 80 and 82 Street, between 113 and 112 Avenue, designated DC2 in Bylaws 6171 and 6930, amending the Land Use Bylaw.

11.18.2 Rationale

It is the intent of this Plan to recognize a previously approved redistricting which is to enable major comprehensively planned and designed development to occur.